

VK
567
J6
1918

UC-NRLF



B 3 088 711

HOW TO FIND THE TIME AT SEA IN LESS THAN A MINUTE;

BEING

NEW AND ACCURATE METHODS,

WITH SPECIALLY ADAPTED

TABLES.

BY

A. C. JOHNSON, R.N.

AUTHOR OF

"On finding the Latitude and Longitude in Cloudy Weather," &c.

SIXTH EDITION.

London:

PUBLISHED BY J. D. POTTER,

Admiralty Agent for Charts,

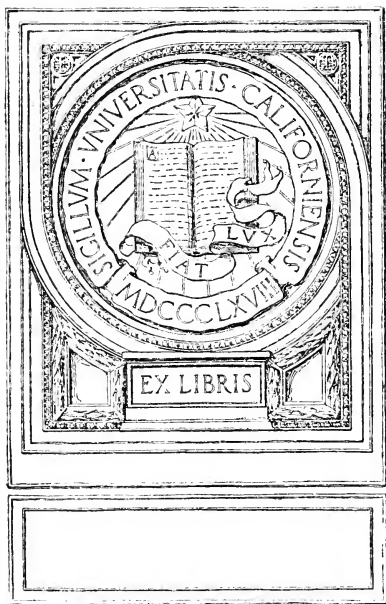
145, MINORIES, E. 1.

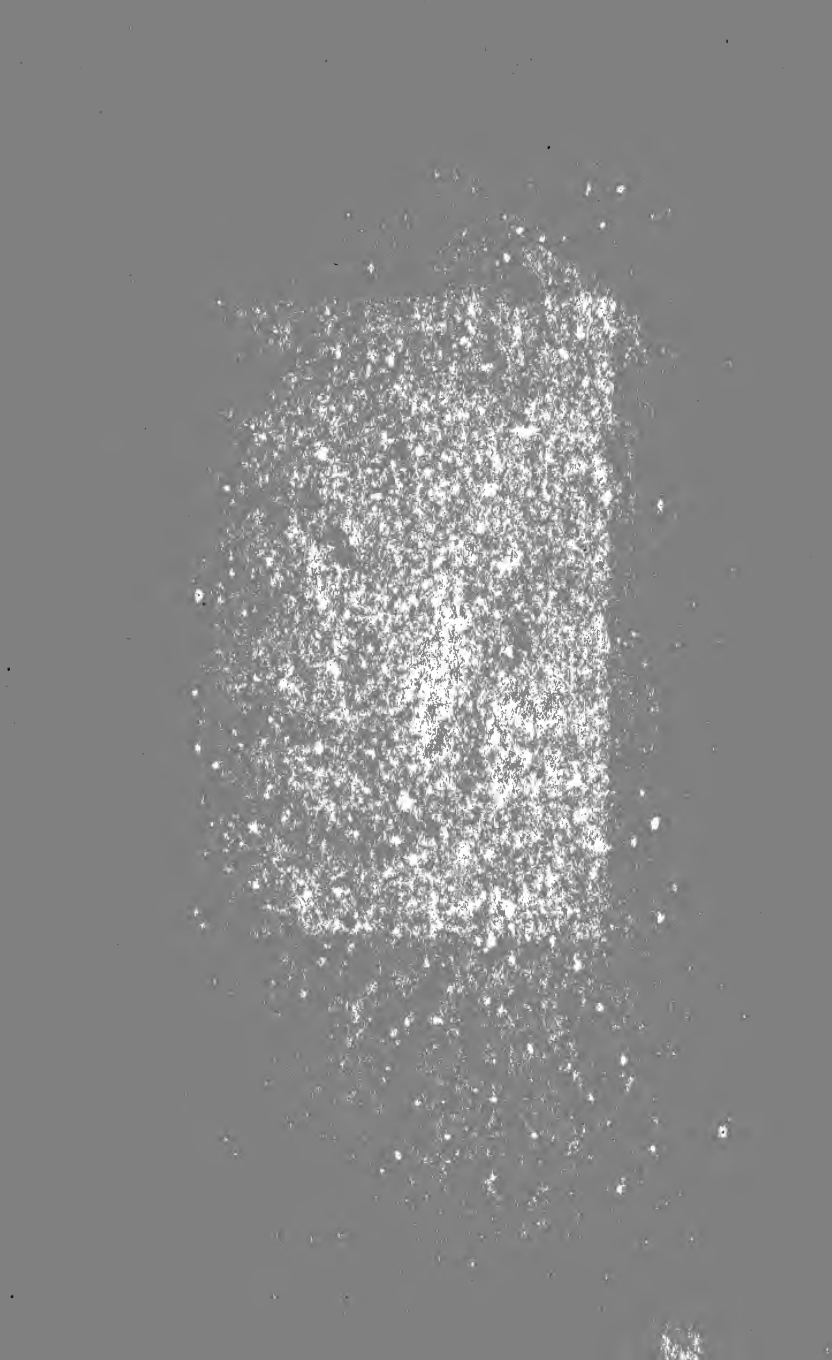
1918.

[ALL RIGHTS RESERVED.]

THREE SHILLINGS.

YC 102443





HOW TO FIND THE TIME AT SEA IN LESS THAN A MINUTE ;

BEING

NEW AND ACCURATE METHODS,

WITH SPECIALLY ADAPTED

TABLES.

BY

A. C. JOHNSON, R.N.

AUTHOR OF

"On finding the Latitude and Longitude in Cloudy Weather," &c.

SIXTH EDITION.

London :

PUBLISHED BY J. D. POTTER,

Admiralty Agent for Charts,

145, MINORIES, E. 1.

1913.

[ALL RIGHTS RESERVED.]

THREE SHILLINGS.

Digitized by the Internet Archive
in 2008 with funding from
Microsoft Corporation

<http://www.archive.org/details/howtofindtimeats00johnrich>

PREFACE TO THE FIFTH EDITION.



THE Tables (A) (B) (C) as given in this edition, are intended for general use and although contracted so that all the logs requisite for working a "Chronometer" are displayed at one view, the time may be found by them within a second or two of that obtained by the ordinary rules. The special Table (D) may be used when the sky is clear, and the observation can be taken in the manner indicated; the advantage of this being that *only a single logarithm has to be looked out after the observation has been taken*, so that finding the time is reduced to the most simple and expeditious process in the whole range of nautical astronomy (*vide* p. 8), while in point of accuracy it is not inferior to the former method.

The very favourable notice accorded to these little tables by Lieut. English, R.N., in his highly scientific and valuable articles on Navigation which have from time to time appeared in the "Field" newspaper, and the marked approval which they have met with from numerous officers of our own and foreign services, as well as from the mercantile marine, have encouraged the author to introduce into this edition sundry alterations and improvements which he hopes will still further add to the usefulness of the book.

DARTMOUTH, 1907.

CONTENTS.



	PAGE
To find the Time by Table (D)	6
How to find the longitude simultaneously with the latitude at Noon...	7
To find the position at Noon by Chart	8
To explain how the Time may be found in a <i>few seconds</i>	8
Application to finding the position by two observations	9
To find the Time simultaneously with the Altitude	10
Finding the Time by Tables (A), (B), (C)	11
Time by a Star	12
To correct Log. from Table (D) for minutes	12
To correct the longitude for error in latitude	12
Examples for Practice	13
Explanation of Tables	15
Tables for correcting the observed altitude	16
Tables (A), (B), (C)	18
Table (D)	20
Table (E)	26
Notes	28
Application of Tables (A), (B), (C) to finding the Altitude Azimuth, and also the Times of Sunrise and Sunset	28

INTRODUCTION.



THE practice of working out the sights for longitude with the D.R. latitude, and of subsequently correcting the resulting longitude for the error in this latitude, is, in the present day, generally followed. Now it will make no difference in the ultimate result if, instead of the D.R. latitude an *assumed* latitude approximating to it be used—the object being to reduce the meridian zenith distance (*which is the sum or difference of the latitude and declination, according as they are of opposite or like names*) to an exact number of degrees, so that it may correspond with the M.Z.D. in Table (D). For a like reason the altitude is taken to an exact degree, a matter of perfect simplicity to a practised observer, and, when taken, no further correction is necessary. Should, however, the weather be cloudy, and the altitude be taken in the usual way, we can easily correct the log. from Table (D) for the minutes of altitude, as shown on p. 12.

The observation is supposed to be taken under the usual conditions as to the bearing from the meridian, and to an exact degree by allowing the correction in altitude the opposite way. Thus for 20 ft. and 30° , the correction in altitude for the sun is $+10'$; and if the index error be $+1'$, the combined correction is $+11'$. If, therefore, the sextant be set at $29^{\circ} 49'$, the *true* altitude of the Sun's centre will be 30° at the moment the lower limb is in contact with the horizon.

For a star the correction in altitude must be added instead of subtracted, but the index error must be applied as before. Thus, for 20 ft. and 30° , the correction in altitude is $-6'$, and if the index error be $+1'$ the combined correction will be $-5'$; if, therefore, the index be set at $30^{\circ} 5'$, the true altitude will be 30° when the star is in contact with the horizon. The longitude deduced from the time thus found is to be corrected for the error in the *assumed* latitude in the usual way. (*Vide* p. 12.)

TO FIND THE TIME BY TABLE (D).

I.—Assume a latitude that will make the M.Z.D. an *exact* number of degrees,* and let this be called Lat. A.

II.—For this M.Z.D., and the altitude take out the logarithm from Table (D). This added to the log. secants of the assumed latitude and declination, will be the log. versine of the hour angle, which will be found in the part of Table (B) indicated by the *approximate time, or hour angle*.

If the body be East of Meridian, subtract the H.A. found as above from 24 hours.

The longitude deduced from this time is to be corrected for the error in the *assumed* latitude by Table (E).

EXAMPLES.

I.—Lat. D.R. $30^{\circ} 25' N.$ Dec. $19^{\circ} 45' S.$ Alt. 28° .

Lat. A.	$30^{\circ} 15' N.$	log sec.	636
Dec.	$19^{\circ} 45' S.$	„ „	263

M.Z.D.	50	0	log. tab. (D)	2388
Alt.	28	0		

H.A.	2h. 32m. 27s.	log vers.	3287
------	---------------	-----------	------

II.—Lat. D.R. $52^{\circ} 30' N.$ Dec. $1^{\circ} 30' N.$ Alt. 19° .

Lat. A.	$52^{\circ} 30' N.$	log. sec.	2156
Dec.	$1^{\circ} 30' N.$	„ „	4

M.Z.D.	51	0	log. tab. (D)	4826
Alt.	19	0		

H.A.	3h. 59m. 44s.	log vers.	6982
------	---------------	-----------	------

The assumed latitude need not differ from the D.R. latitude by more than $30'$, and will not, therefore, affect the accuracy of the result.

On the next page is shown the practical application of the above in finding the longitude at noon, and the longitude corresponding to the D.R. latitude.

* To do this make the minutes of latitude equal to the minutes of declination, when they are of the *same* name, and when they are of contrary names subtract the minutes in the declination from $60'$ to obtain the minutes of assumed latitude.

III.—At 8.30 A.M., in lat. D.R. $40^{\circ} 35' N.$, G.A.T. by chronometer 22h. 20m. 20s., true alt. $\odot 30^{\circ}$, run to noon N.N.W. $30'$, lat. by mer. alt. at noon $40^{\circ} 52' N.$ Required the true longitude at noon.

Lat. A.	$40^{\circ} 30' N.$	1190	Az. by TABLES.*
Dec.	$3^{\circ} 30' N.$	8	
M.Z.D.	$37^{\circ} 0'$	4751	Lat. $40^{\circ} N.$
Alt.	$30^{\circ} 0'$		H.A. 3.30 } = S. $66^{\circ} E.$
H.A.	3h. 30m. 40s.	5949	
S.A.T.	20 29 20		
G.A.T.	22 20 20		
	1 51 0		

= $27^{\circ} 45' W.$, at 8.30 A.M. (long. A)

How to find the longitude simultaneously with the latitude at NOON.

Lat. A.	$40^{\circ} 30' N.$	Long. A.	$27^{\circ} 45' W.$
Run	$28 N.$	Run	$15 W.$
Approx. lat.	$40^{\circ} 58' N.$	Approx. long.	$28^{\circ} 0' W.$
Lat. mer. }	$40^{\circ} 52' N.$	Cor. $.53 \times 6$	$3\frac{1}{2} W.$
Alt. }			
Corr.	$6 S.$	True long.	$23^{\circ} 3\frac{1}{2}' W.$

If it were required to find the longitude corresponding to the D.R. latitude at 8.30 A.M., we should have:—

Lat. A.	$40^{\circ} 30' N.$	Long. A.	$27^{\circ} 45' W.$
D.R.	$40^{\circ} 35' N.$	Corr. $.58 \times 5$	$3 E.$
Corr.	$5 N.$	Approx. long. at 8.30	} $27^{\circ} 42' W.$

The correction for longitude, $.58'$, is taken from Table (E).

To name the correction for the longitude, *vide* page 12.

The bearing found by Azimuth Table, when exceeding 90° , must be subtracted from 180° , and reckoned from the opposite point—thus, N. $120^{\circ} W.$ would be S. $60^{\circ} W.$, &c.

* Those given in "Cloudy Weather" may be used for this purpose.

To find the position AT NOON by the Chart.

Through the point given by the *approximate* latitude and longitude at noon, draw the position line, or (in this case) the line at right angles to S. 66° E. Then where this is cut by the parallel of the *true* latitude will be the true place of the ship.

To explain how in actual practice the Time may be found IN A FEW SECONDS.

As the declination, and therefore the assumed latitude which depends on it, are known before the observation is taken, we are already provided with the M.Z.D., and the two log secants; a *single* logarithm only will then be required to complete the process. Thus, in Ex. I., p. 6, the declination being 19° 45' S., and the ship between 30° N. and 31° N., it is evident that the assumed latitude must be 30° 15' N., therefore we have—

Lat. A.	30° 15' N.	636
Dec.	19 45 S.	269
M.Z.D.	50 0	899 N.

Having subsequently observed the altitude to be 28° we have—

	N.	899		
Log. tab. (D)	2888			
			h.	m.
Log. vers.	3287	-	2	32 27

The time is thus found in a *few seconds* and with sufficient accuracy for all practical purposes at sea.

Application of the above Principle to finding the Position by TWO OBSERVATIONS.

Let us suppose that the foregoing observation has been taken; that the longitude deduced from it is 20° 45' W., and that the ship has run E.S.E. 22' till 4.30 p.m., we have—

Lat. A.	30° 15' N.	Long. A.	20° 45' W.
Run	8 S.	Run	22 E.
Lat. B.	30 7 N.	Long. B.	20 22 W.

The declination being now $19^{\circ} 47'$ S., suppose, and the ship being between lat. 30° and 31° N., we assume $30^{\circ} 13'$ N. for lat. C. Hence we have:—

Lat. C.	$30^{\circ} 13' \text{ N.}$	635
Dec.	$19 \ 47 \ \text{S.}$	264
	<hr/>	<hr/>
M.Z.D.	50 0	899 (N.)
	<hr/>	<hr/>

The second altitude is now taken, and is found to be 8° , therefore, as before:—

N.	899			
Log. tab. (D)	7021		h.	m.
	<hr/>			s.
	7920	=	4	30 82
	<hr/>			

Now, supposing that the longitude resulting from this time is $20^{\circ} 52' \text{ W.}$ (or long. C), we have then:—

	Lats.		Longs.		Az.		Position Lines.
B	$30^{\circ} 7' \text{ N.}$	B	$20^{\circ} 22' \text{ W.}$	S.	41° W.	N.	49° W.
C	$30 \ 13 \ \text{N.}$	C	$20 \ 52 \ \text{W.}$	S.	$61 \ \text{W.}$	N.	$29 \ \text{W.}$

Laying down B and C on the chart, and drawing the corresponding position lines, the point in which they intersect will be the true place of the ship at the time of the *second* observation.

The above principle is equally applicable to two stars, taken in the morning or evening twilight, either simultaneously or in quick succession; and, as it involves only about a quarter of the work of an ordinary 'Sunner,' and will give just as good results, it is strongly commended to the notice of the practical navigator.

Obs.—The difference of bearing should not be less than $1\frac{1}{2}$ or 2 points; and, as a general rule, should exceed the less bearing. This applies to all heavenly bodies.

To find the Time **SIMULTANEOUSLY** with the Altitude.

As shown on page 8, we can determine beforehand the M.Z.D. and N.; we can therefore take out the H.A. for a few consecutive degrees, which will include the altitude at the time we wish to take the observation.

Thus, for M.Z.D. 50° , N. 899, and altitudes 29° , 30° , 31° , we have :

899	899	899
1986	1547	1064
<hr/>	<hr/>	<hr/>
2885	2446	1968
<hr/>	<hr/>	<hr/>

(a) 2h. 25m. 18s. (b) 2h. 17m. 53s. (c) 2h. 10m. 14s.

If, therefore, the true altitude is found to be either of the above degrees, the corresponding H.A. is known *without further calculation*.

The altitudes to be selected will, of course, depend on the time at which it is intended to take the observation. Suppose, for instance, we fix upon 8 A.M., and that the M.Z.D. is 50° , and N. 899, as before. Subtracting N. from the log vers. H.A., we look for the remaining log under the M.Z.D. 50° , in Table (D), when in a line with it we find the altitude thus :—

$$\begin{array}{rcl}
 \text{Log. vers. 4h.} & = & 6990 \quad \text{Tab. (C).} \\
 \text{N.} & = & \underline{899} \\
 \text{Log. alt.} & = & \underline{6091}
 \end{array}$$

Now, in the column M.Z.D. 50° , we find that 6091 comes between the logs. of 13° and 14° . Hence we may select 13° , 14° , and 15° , for which we take out the time, as above.

So that, if required, while one person is taking the altitude, a second may be finding the time from the Tables.

If, owing to clouds, the altitude cannot be observed as explained, the log. from Table (D) may easily be corrected for the minutes of altitude, as shown on p. 12.

From the above hour-angles and altitudes may be found the Bearings, by the Azimuth Tables, and thence the Variation, &c., if required.

ON FINDING THE TIME BY TABLES (A), (B), (C).

(These Tables are to be used when the observation is taken in the usual way, and as they are all on the same opening, a great saving of time and trouble is thereby effected.)

From Table (A) are taken the nat. versines of the Z.D. and M.Z.D., and the H.A. corresponding to their difference.

The log. versine of this H.A., Table (C), added to the log. secants of latitude and declination, Table (B), will be the log. versine of the H.A., to be taken from the part of Table (C), indicated by the *approximate* time.

EXAMPLES.

I.—At about 4h. 40m. P.M., in lat. $10^{\circ} 35' N.$, \odot Z.D. was $76^{\circ} 32'$, and declination $23^{\circ} 23' S.$

Tab. A.					Lat.	$10^{\circ} 35' N.$	74 sec.
					Dec.	$23^{\circ} 23' S.$	372 „
N. Vers.	1706	...	...	...	M.Z.	33 58	
„	7672	...	...	...	Z.D.	76 32	
Diff.	5966†	...	...	...	4h. 24m.	49s.	7756 log vers.
H.A.					4	40 46	8202 „

II.—At about 4h. 10m. P.M., in lat. $10^{\circ} 5' N.$, \odot Z.D. was $63^{\circ} 35'$, and declination $23^{\circ} 19' N.$

Tab. A.					Lat.	$10^{\circ} 5' N.$	67* sec.
					Dec.	$23^{\circ} 19' N.$	370* „
N. Vers.	266*	...	...	...	M.Z.	13 14	
„	5551	...	...	...	Z.D.	63 35	
Diff.	5285	...	...	...	4h. 7m.	28s.	7230 log. vers.
H.A.					4	21 48	7667 „

When the sun is west of mer. the H.A. is *apparent time*. When east, subtract the H.A. from 24 hours.

When the sum of the logs. exceeds four figures, reject the fifth figure on the left.

The parts marked with an asterisk may be written down before the observation is taken, thus enabling the remaining part of the calculation to be quickly gone through.

In using Table (C) it may sometimes be required to subtract an apparently greater logarithm from one apparently less, in which case the latter must be increased by 10,000, which is done by prefixing 1.

Thus : $0026 - 9970 = 10026 - 9970 = 0056$.

† Here diff. 5966 gives 4h. 24m. 49s. by Table (A). And 4h. 24m. 49s. give log. vers. 7756 by Table (C). In Ex. II. 5285 gives 4h. 7m. 28s. by Table (A), and 4h. 7m. 28s. give log. vers. 7230 by Table (C).

TO FIND THE TIME BY A STAR.

Find the hour-angle as in either of the preceding examples; then to the star's H.A. add its R.A., and from the sum (increased, if necessary, by 24h.) subtract the R.A. of the mean Sun. The remainder will be mean time at ship. The longitude is then found in the usual way.

N.B.—If the star is East of meridian, subtract the H.A. found as above from 24 hours.

The star's bearing, when required, may be taken from Burdwood's Tables, or from "The Bearings of the Principal Bright Stars," by the Author, published by J. D. Potter, London, price 3s.

To take out the Log. from Table (D) when there are minutes in the Altitude.

Take the difference of the logs. for the two degrees of altitude between which the given altitude lies, multiply it by the minutes expressed as the decimal of a degree*, and subtract.

Thus for M.Z.D. 10° and Alt. $20^{\circ} 24'$

We have for Alt. 20° 8081

Diff. $112 \times .4 =$ 45

Log. required 8036

Again, for M.Z.D. 4° , and Alt. $25^{\circ} 20'$

We have 7596

Diff. $120 \times .88 =$ 40

Log. required 7556

As the logs. decrease, they are conveniently arranged for subtracting.

To correct the longitude for an error in the latitude.

Table (E) gives the correction for 1' error in the latitude—this, multiplied by the latitude correction, will be the correction required.

To name the Correction.

Under the sun's bearing, at the time of observation, write the opposite bearing, and connect the letters diagonally,

Thus for Bearing N.W.

×

We have S.E.

* The multiplier may be taken from Table (D), p 25.

Which shows that a North correction of latitude gives an East correction of longitude, and *vice versa*.

Ex. lat 80° N. \odot Bearing N. 80° E., corr. of lat. $20'$ S.

$$\begin{array}{rcl} \text{Lat. } 80^{\circ} & & \text{N.E.} \\ \text{Az. } 80^{\circ} & = & 0^{\circ} 20' \\ & & \text{S.W.} \end{array}$$

\therefore The correction = $'20 \times 20$ or $4'$ E.

The name of the correction may also be found by reversing the first letter of the bearing, thus for N.E. we have S.E., showing that a corr. S. gives E. and *vice versa*.

EXAMPLES FOR PRACTICE.

Finding the Hour-Angle by Table (D).

(1.)	Lat. assumed, $50^{\circ} 30'$ N.	Dec. $1^{\circ} 30'$ N.	Alt. 24°	H.A. about $3\frac{1}{2}$ hrs.
(2.)	" $40^{\circ} 45'$ S.	" $10^{\circ} 15'$ N.	" 15°	" 4 "
(3.)	" $7^{\circ} 15'$ N.	" $2^{\circ} 15'$ N.	" 50°	" $2\frac{1}{2}$ "
(4.)	" $30^{\circ} 40'$ N.	" $1^{\circ} 20'$ S.	" 11°	" $2\frac{1}{4}$ "
(5.)	" $29^{\circ} 10'$ N.	" $12^{\circ} 10'$ N.	" 33°	" 4 "

ANSWERS.

- (1.) 3h. 30m. 16s. (2.) 3h. 59m. 12s. (3.) 2h. 31m. 3s. (4.) 2h. 19m. 1s.
(5.) 3h. 55m. 37s.

Finding the Hour-Angle by Tables (A), (B), (C).

(1.)	True Lat. $50^{\circ} 21'$ N.	Dec. $12^{\circ} 10'$ N.	Alt. $40^{\circ} 30'$	H.A. about $2\frac{1}{2}$ hrs.
(2.)	" $40^{\circ} 30'$ S.	" $10^{\circ} 51'$ N.	" $35^{\circ} 17'$	" $1\frac{1}{2}$ "
(3.)	" $20^{\circ} 10'$ N.	" $10^{\circ} 20'$ N.	" $50^{\circ} 15'$	" $2\frac{3}{4}$ "
(4.)	" $2^{\circ} 5'$ S.	" $1^{\circ} 3'$ S.	" $60^{\circ} 10'$	" 2 "

ANSWERS.

- (1.) 2h. 34m. 33s. (2.) 1h. 21 m. 30s. (3.) 2h. 40m. 13s. (4.) 1h. 59m. 17s.

The M.Z.D. and N., having been previously determined; to find the Hour-Angle.

(1.)	M.Z.D. 50°	N. 295	Alt. 20°	H.A. about 3 hours.
(2.)	" 43	N. 1216	" 17	" " 4½ "
(3.)	" 45	N. 3126	" 15	" " 6½ "

ANSWERS.

(1.) 3h. 9m. 12s.	(2.) 4h. 20m. 54s.	(3.) 5h. 41m. 52s.
-------------------	--------------------	--------------------

Correcting Log. Table D, for Minutes.

(1.)	M.Z.D. 10°	Alt. 40° 20'
(2.)	" 20	" 13 29
(3.)	" 30	" 20 46

ANSWERS.

(1.) 5284.	(2.) 5689.	(3.) 7083.
------------	------------	------------

Correcting the Longitude, for an Error in Latitude.

(1.)	Lat. 50° N.	Bearing S. 60° E.	Corr. for Lat. 20' N.
(2.)	" 40 S.	" S. 70 W.	" 10 S.
(3.)	" 20 N.	" N. 75 E.	" 15 N.

ANSWERS—CORRECTIONS.

(1.) 19' E.	(2.) 5' E.	(3.) 4' W.
-------------	------------	------------

EXPLANATION OF THE TABLES.

*When a logarithm has to be taken out in two parts, place the forefinger of the left-hand on one part and the pen on the other, when the two parts are easily added together at sight.**

* The parts for the minutes seldom exceed two figures, and frequently only a single figure is required to be added.

Tab. (A). *To take out Nat. Vers.* $31^{\circ} 53'$: We have 30° at the side, and $1^{\circ} 45'$ at the top, or $31^{\circ} 45' = 1496$, and the parts for $8'$ (to make up $53'$) are 12—which, being added, we have 1508; the Nat. Vers. required.

To take out Nat. Vers. $59^{\circ} 25\frac{1}{2}'$: We have 55° at the side, and $4^{\circ} 15'$ at the top, or $59^{\circ} 15' = 4887$, and the parts $10\frac{1}{2}'$ (to make up $25\frac{1}{2}'$) are 26—which, being added, we have 4913.

This Table is arranged in two parts. The second being supposed to be a continuation of the first from left to right,* so that any versine not appearing in the first part will be found in the second, and *vice versa*.

To take out the time for Nat. Vers. 4188: The Nat. Vers. next less is 4157, which gives 3h. 37m., and the diff., 31, gives 54 seconds: hence the time is 3h. 37m. 54s.

Conversely: The Nat. Vers. of 3h. 37m. 54s. is 4188, for 3h. 37m. gives 4157, and 54s. give 31—which, being added, we have 4118 as above.

Tables (B) and (C) are used in the same manner.

The use of Table (D) when there are minutes in the altitude is explained on p. 12.

To convert Arc into Time by Table (A).

Ex.—*Convert* $76^{\circ} 40'$ *into time*: We have $76^{\circ} 30' = 5$ h. 6m., and $10' = 40$ s.
 $\therefore 76^{\circ} 40' = 5$ h. 6m. 40s.

Conversely: 5h. 6m. $40'' = 76^{\circ} 40'$, for 5h. 6m. $= 76^{\circ} 30'$, and 40s. $= 10'$
 $\therefore 5$ h. 6m. 40s. $= 76^{\circ} 40'$.

For an Arc greater than 90° subtract 90° ; convert the remaining degrees into time and add 6h., and for time exceeding 6h., subtract 6 hrs., convert the remaining time into Arc and add 90° .

To find the Natural Versine of an Arc greater than 90° . Subtract the Nat. Vers. of its supplement from 19999.

Thus for $120^{\circ} 30'$ (whose supplement is $58^{\circ} 30'$) we have Nat. Vers. $59^{\circ} 30' = 4925$.

$\therefore 19999 - 4925 = 15074 = \text{Nat. Vers. } 120^{\circ} 30'$

Conversely: Nat. Vers. $15074 = 120^{\circ} 30'$.

For $19999 - 15074 = 4925 = 59^{\circ} 30'$.

And $180^{\circ} - 59^{\circ} 30' = 120^{\circ} 30'$.

* In the same way as Table B.

To convert a Nat. Vers. into a Log. Vers.:

E. —Convert Nat. Vers. 7168 into a Log. Versine.

By Table (A), Nat. Vers. 7168 = 4h. 54m. 12s. = Log. Vers. 8554, Table (C).*

III. To find the Hour-Angle of a Star, referred to the Meridian below the Pole.

To obtain the M.Z.D. in this case add together latitude and declination and subtract the sum from 180°, then proceed as before.

EXAMPLE.

Lat. 50° 20' N. Dec. 48° 30' N. Z.D. 79° 40' .

M.Z.D. 81° 10' 8465 Lat. 50° 20' 1950

*Z.D. 79 40 8207 Dec. 48 30 1787

Nat. Vers. 258 = Log. Vers. 4114

H.A. 1h. 20m. 28s. 7851

If the M.Z.D. exceeds 90°, find its Nat. Vers. as above.

As in this particular case the M.Z.D. will always be greater than the Z.D., it is written down first.

TABLES FOR CORRECTING THE OBSERVED ALTITUDE.

() CORR. FOR SUN'S OBS. ALT. +													CORR. FOR STAR'S OBS. ALT. -												
HEIGHT IN FEET.													HEIGHT IN FEET.												
ALT.	5	10	15	20	25	30	35	40	45	50	55	60	ALT.	5	10	15	20	25	30	35	40	45	50	55	60
6	5	5	4	4	3	3	2	2	1	1	0	0	6	10	11	12	13	13	14	14	15	15	16	16	16
7	7	6	5	4	4	3	3	3	2	2	1	1	7	9	10	11	12	12	13	13	14	14	15	15	15
8	7	6	6	5	5	4	4	3	3	3	3	2	8	9	10	10	11	11	12	12	13	13	14	14	14
10	9	8	7	6	6	5	5	5	4	4	4	4	10	7	8	9	10	10	11	11	12	12	12	13	13
15	10	9	9	8	8	7	7	6	6	6	5	5	15	6	7	7	8	8	9	9	10	10	11	11	11
20	11	10	10	9	9	8	8	7	7	7	6	6	20	5	5	6	7	7	8	8	9	9	10	10	10
25	12	11	10	10	9	9	8	8	7	7	7	6	25	4	5	6	6	7	7	8	8	9	9	10	10
30	12	11	11	10	10	9	9	8	8	8	7	7	30	4	5	5	6	6	7	7	8	8	9	9	9
35	13	12	11	10	10	9	9	9	8	8	7	7	35	3	4	5	6	6	7	7	8	8	9	9	9
40	13	12	11	11	10	10	9	8	8	8	7	7	40	3	4	5	5	6	6	7	7	8	8	8	9
45	13	12	11	11	10	10	10	9	9	9	8	8	45	3	4	5	5	6	6	7	7	8	8	8	8
50	13	12	11	11	10	10	10	9	9	9	9	8	50	3	4	5	5	6	6	7	7	8	8	8	8
60	13	12	12	11	10	10	10	9	9	9	8	8	60	3	4	4	5	5	6	6	7	7	8	8	8
70	13	13	12	11	11	10	10	9	9	9	8	8	70	2	3	4	5	5	6	6	7	7	8	8	8
80	14	13	12	11	11	10	10	10	9	9	8	8	80	2	3	4	4	5	5	6	6	7	7	8	8

When there are fewer than four figures in the Nat. Vers. make them up to four by adding ciphers: thus, in following example, Nat. vers. 258 becomes 2580 = 2h. 48m. 20s.
Tab. (A), = Log. Vers. 4114 Tab. (C).

TABLES.

TABLES FOR FINDING

Table (A) NAT.-VERSINES of M.Z.D. and Z.D.											PARTS.														
Time.	Arc.	m	m	m	m	m	m	m	m	m	s	s	s	s	s	s	s	s	s	s	s	s	s	s	s
		0	1	2	3	4	5	6	7	8	9	1	2	3	4	5	6	7	8	9	10	11	12	13	14
H. M.	°	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1
0 0	0	0	0	0	0	2	2	3	5	6	8	-1	1	1	1	2	2	2	2	3	3	3	4	4	4
20 5	38	42	46	50	55	59	64	69	75	80	-1	1	1	1	2	2	2	2	3	3	3	4	4	4	4
40 10	152	160	167	175	184	192	201	210	219	228	-1	1	1	2	2	3	3	4	4	5	6	6	7	7	8
1 0 15	341	352	364	376	387	399	412	424	437	450	-2	1	2	2	3	4	5	6	6	7	8	9	10	11	11
20 20	603	618	633	649	664	680	696	712	728	745	-3	1	2	3	4	5	6	7	8	9	11	12	13	14	15
40 25	987	956	974	993	1012	1031	1051	1070	1090	1110	-3	1	3	4	5	6	8	9	10	12	13	14	15	17	18
2 0 30	1840	1362	1384	1406	1428	1451	1474	1496	1520	1543	-4	2	3	5	6	8	9	11	12	14	15	17	18	20	21
20 35	1808	1834	1859	1884	1910	1936	1961	1987	2014	2040	-4	2	3	5	7	9	10	12	14	15	17	19	21	22	24
40 40	2340	2368	2396	2424	2453	2482	2510	2539	2569	2598	-5	2	4	6	8	10	12	13	15	17	19	21	23	25	27
3 0 45	2929	2960	2991	3022	3053	3085	3116	3148	3180	3212	-5	2	4	6	8	10	13	15	17	19	21	23	25	27	29
20 50	3572	3606	3639	3673	3707	3741	3775	3809	3843	3878	-6	2	5	7	9	11	14	16	18	20	23	25	27	29	32
40 55	4264	4300	4336	4372	4408	4444	4481	4517	4554	4590	-6	2	5	7	10	12	15	17	19	22	24	26	29	31	34
4 0 60	5000	5038	5076	5114	5152	5190	5228	5267	5305	5344	-6	3	5	8	10	13	15	18	20	23	26	28	31	33	36
20 65	5774	5813	5853	5893	5933	5973	6013	6053	6093	6133	-7	3	5	8	11	13	16	19	21	24	27	29	32	35	37
40 70	6580	6621	6662	6703	6744	6786	6827	6868	6910	6951	-7	3	6	8	11	14	17	19	22	25	28	30	33	36	39
5 0 75	7412	7454	7496	7538	7581	7623	7666	7708	7750	7793	-7	3	6	8	11	14	17	20	23	25	28	31	34	37	40
20 80	8264	8306	8350	8393	8436	8479	8522	8565	8608	8651	-7	3	6	9	11	14	17	20	23	26	29	32	34	37	40
40 85	9128	9172	9215	9259	9302	9346	9390	9433	9477	9520	-7	3	6	9	12	15	17	20	23	26	29	32	35	38	41
Time.	Arc.	m	m	m	m	m	m	m	m	m	s	s	s	s	s	s	s	s	s	s	s	s	s	s	s
		0	1	2	3	4	5	6	7	8	9	1	2	3	4	5	6	7	8	9	10	11	12	13	14
H. M.	°	2	3	0	3	15	3	30	3	45	4	0	4	15	4	30	4	45	4	1	2	3	4	5	6
0 10	0	10	12	14	16	19	21	24	27	31	34	-1	1	1	1	1	1	1	2	2	2	2	2	2	3
30 5	86	91	97	103	110	116	123	130	137	144	-1	1	1	1	2	2	3	3	4	4	4	5	5	5	6
50 10	237	247	256	266	276	287	297	308	319	330	-2	1	2	2	3	3	4	5	5	6	7	8	8	9	10
1 10 15	463	476	489	503	517	531	545	559	574	588	-2	1	2	3	4	5	6	7	7	8	9	10	11	12	13
30 20	761	778	795	812	829	847	865	882	900	919	-3	1	2	3	5	6	7	8	9	11	12	13	14	15	16
50 25	1120	1150	1171	1191	1212	1233	1254	1275	1296	1318	-3	1	3	4	6	7	8	10	11	13	14	15	17	18	20
2 10 30	1566	1590	1613	1637	1661	1685	1710	1734	1759	1784	-4	2	3	5	6	8	10	11	13	15	16	18	19	21	23
30 35	2066	2093	2120	2147	2174	2201	2229	2256	2284	2312	-5	2	4	5	7	9	11	15	16	18	20	22	24	26	28
50 40	2627	2657	2686	2716	2746	2776	2807	2837	2867	2898	-5	2	4	6	8	10	12	14	16	18	20	22	24	26	28
3 10 45	3244	3276	3309	3341	3374	3407	3439	3472	3506	3539	-5	2	4	7	9	11	13	15	17	20	22	24	26	28	31
30 50	3912	3947	3982	4017	4052	4087	4122	4157	4193	4229	-6	2	5	7	9	12	14	16	19	21	23	26	28	30	33
50 55	4627	4664	4701	4738	4775	4812	4850	4887	4925	4962	-6	2	5	7	10	12	15	17	20	22	25	27	30	32	35
4 10 60	5383	5421	5460	5499	5538	5577	5616	5656	5695	5734	-7	3	5	8	10	13	16	19	21	24	27	29	32	35	37
30 65	6173	6214	6254	6294	6335	6376	6416	6457	6498	6539	-7	3	5	8	11	14	16	19	22	24	27	30	33	35	38
50 70	6993	7035	7076	7118	7160	7202	7244	7286	7328	7370	-7	3	6	8	11	14	17	20	23	25	28	31	33	36	39
5 10 75	7836	7878	7921	7964	8006	8049	8092	8135	8178	8221	-7	3	6	9	11	14	17	20	23	26	29	31	34	37	40
30 80	8695	8738	8781	8825	8868	8911	8955	8998	9042	9085	-7	3	6	9	11	14	17	20	23	26	29	32	34	37	40
50 85	9564	9607	9651	9695	9738	9782	9825	9869	9913	9956	-7	3	6	9	12	15	17	20	23	26	29	32	35	38	41
Table (B) LOG-SECANTS of LAT. and DEC.											PARTS.														
Deg.	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
		0	15	30	45	1	0	15	1	30	1	45	2	0	2	15	1	2	3	4	5	6	7	8	9
0 5	17	18	20	22	24	26	28	30	32	35	-1	1	1	1	1	1	1	1	1	1	1	1	1	2	2
10 10	66	70	73	77	81	84	88	92	96	100	-1	1	1	1	1	2	2	2	2	3	3	3	3	4	4
15 15	151	156	161	166	171	177	183	188	194	200	-1	1	1	1	2	2	3	3	3	4	4	4	5	5	5
20 20	270	277	284	291	298	306	313	321	328	336	-1	1	1	2	2	3	3	4	4	5	5	6	6	7	7
25 25	427	436	445	454	463	473	482	492	501	511	-1	1	1	2	3	3	4	4	5	6	6	7	8	8	9
30 30	626	636	647	658	669	681	692	704	716	728	-2	1	2	2	3	4	5	5	6	7	8	9	10	11	12
35 35	866	880	893	907	920	934	948	962	977	991	-2	1	2	3	4	5	6	6	7	8	9	10	11	12	13
40 40	1157	1173	1190	1206	1222	1239	1255	1272	1289	1306	-3	1	2	3	4	5	6	7	8	9	10	11	12	13	14
45 45	1505	1524	1543	1563	1582	1602	1622	1642	1662	1683	-4	1	3	4	5	7	8	9	11	12	13	15	16	17	18
50 50	1919	1942	1965	1988	2011	2035	2058	2083	2107	2131	-5	2	3	5	6	8	9	11	13	14	16	17	19	21	22
55 55	2414	2441	2469	2496	2524	2553	2581	2610	2639	2668	-5	2	4	6	8	9	11	13	15	17	19	21	23	25	26

THE TIME AT SEA.

Table (C) LOG-VERS. HOUR-ANGLE.

PARTS.

H. M.	m	m	m	m	m	m	m	m	m	s	s	s	s	s	s	s	s	s	s	s	s	s	s	s	s
	0	1	2	3	4	5	6	7	8	9	1	4	8	12	16	20	24	28	32	36	40	44	48	52	56
1 0	5524	5467	5607	5745	5881	6015	6147	6277	6404	6530	2	9	18	27	35	44	55	62	71	80	89	97	106	115	124
10	6654	6778	6897	7016	7133	7248	7362	7475	7586	7695	2	8	13	23	31	38	46	54	61	69	77	84	92	100	107
20	7804	7910	8010	8120	8223	8325	8425	8524	8622	8719	2	7	13	20	27	34	40	47	54	61	67	74	81	87	94
30	8815	8910	9003	9096	9188	9278	9368	9457	9544	9631	2	6	12	18	24	30	36	42	48	54	60	66	72	78	84
40	9717	9802	9886	9970	0052	0184	0215	0295	0374	0453	1	5	11	16	22	27	32	38	43	49	54	59	65	70	76
50	0530	0607	0684	0759	0834	0909	0982	1055	1127	1198	1	5	10	15	20	25	30	35	39	44	49	54	59	64	69
2 0	1270	1341	1410	1480	1548	1616	1684	1751	1817	1883	1	4	9	14	18	23	27	32	36	41	45	50	54	59	63
10	1948	2018	2077	2141	2204	2267	2329	2391	2452	2513	1	4	8	12	17	21	25	29	33	37	41	46	50	54	58
20	2573	2633	2692	2751	2810	2868	2926	2983	3040	3096	1	4	8	12	15	19	23	27	31	35	39	42	46	50	54
30	3152	3208	3263	3318	3372	3426	3480	3533	3586	3639	1	4	7	11	14	18	22	25	29	32	36	40	42	47	50
40	3691	3743	3795	3846	3897	3947	3997	4047	4097	4146	1	3	7	10	13	17	20	23	27	30	33	37	40	43	47
50	4195	4245	4292	4340	4387	4435	4482	4529	4575	4621	1	3	6	9	12	16	19	22	25	28	31	34	38	41	44
3 0	4667	4713	4758	4803	4848	4892	4937	4981	5024	5068	7	3	6	9	12	15	18	20	23	26	29	32	35	38	41
10	5111	5154	5197	5239	5281	5323	5365	5406	5447	5488	7	3	6	8	11	14	17	20	22	25	28	31	34	36	39
20	5520	5570	5610	5650	5690	5730	5769	5808	5847	5886	7	3	5	8	10	13	16	18	21	23	26	29	31	34	36
30	5924	5963	6001	6038	6076	6114	6151	6188	6225	6262	6	2	5	7	10	12	15	17	20	22	25	27	30	32	34
40	6298	6335	6371	6407	6442	6475	6513	6549	6584	6618	6	2	5	7	9	12	14	16	19	21	23	26	28	30	33
50	6653	6687	6722	6756	6790	6823	6857	6890	6924	6957	6	2	4	7	9	11	14	16	18	20	23	25	27	29	32
4 0	6990	7022	7055	7087	7120	7152	7184	7215	7247	7278	6	2	4	6	8	11	13	15	17	19	21	23	26	28	30
10	7310	7341	7372	7403	7433	7464	7491	7525	7555	7585	5	2	4	6	8	10	12	14	16	17	20	22	24	26	28
20	7615	7644	7674	7703	7732	7762	7791	7819	7848	7877	5	2	4	8	10	12	13	15	17	19	21	23	25	27	29
30	7905	7933	7961	7990	8017	8045	8073	8100	8128	8155	5	2	4	7	9	11	13	15	17	19	20	22	24	26	28
40	8182	8209	8236	8263	8289	8316	8342	8368	8395	8421	4	2	3	5	7	9	10	12	14	16	17	19	21	22	24
50	8447	8472	8498	8524	8549	8574	8600	8625	8650	8674	4	2	3	5	7	8	10	12	13	15	17	18	20	22	23
5 0	8609	8724	8748	8773	8797	8821	8845	8869	8893	8917	4	2	3	5	6	8	10	11	13	14	16	18	19	21	22
10	8941	8964	8988	9011	9034	9059	9080	9103	9126	9149	4	1	3	5	6	8	9	11	12	14	15	17	18	20	22
20	9172	9194	9217	9239	9261	9283	9305	9327	9349	9371	4	1	3	4	6	7	9	10	12	13	15	16	18	19	21
30	9393	9414	9436	9457	9478	9499	9520	9541	9562	9583	4	1	3	4	6	7	8	10	11	13	14	15	17	18	20
40	9604	9625	9645	9666	9686	9706	9726	9746	9766	9786	3	1	3	4	5	7	8	9	11	12	13	15	16	17	19
50	9806	9826	9846	9865	9885	9904	9923	9943	9962	9981	3	1	2	4	5	6	8	9	10	11	13	14	15	16	18
6 0	0000	0019	0038	0056	0075	0094	0112	0130	0149	0167	3	1	2	4	5	6	7	8	10	11	12	13	14	16	17
10	0185	0203	0221	0239	0257	0275	0293	0310	0328	0345	3	1	2	3	4	6	7	8	9	10	11	12	14	15	16
20	0363	0380	0397	0415	0432	0449	0466	0482	0499	0516	3	1	2	4	6	7	8	9	10	11	12	14	15	16	
30	0533	0549	0566	0582	0598	0615	0631	0647	0663	0679	3	1	2	3	4	5	6	7	8	10	11	12	13	14	15
40	0695	0711	0727	0743	0758	0774	0789	0805	0820	0836	3	1	2	3	4	5	6	7	8	10	11	12	13	14	15
50	0851	0866	0881	0896	0911	0926	0941	0956	0970	0985	3	1	2	3	4	5	6	7	8	10	11	12	13	14	15

Table (B) LOG-SECANTS of LAT. and DEC

PARTS.

Deg.	230	245	3	0	315	330	345	4	0	415	430	445	1	2	3	4	5	6	7	8	9	10	11	12	13	14
0		4	5	6	7	8	9	11	12	13	15							1	1	1	1	1	1	1	1	1
5	37	40	42	45	48	51	54	57	60	63			1	1	1	1	1	1	1	2	2	2	2	2	2	3
10	104	108	113	117	122	126	131	136	141	146			1	1	1	2	2	2	3	3	3	4	4	4	4	4
15	206	212	218	224	230	237	243	250	257	263			1	1	2	3	3	3	3	4	4	5	5	6	6	6
20	344	352	360	368	376	384	393	401	410	418			1	1	2	3	3	3	4	4	5	6	6	7	7	8
25	521	531	541	551	561	571	582	592	603	614			1	1	2	3	3	4	5	6	6	7	8	8	9	10
30	740	752	764	776	789	802	814	827	840	853			2	1	2	3	4	5	6	7	8	8	9	10	11	12
35	1005	1020	1035	1050	1065	1080	1095	1110	1126	1142			2	1	2	3	4	5	6	7	8	9	10	11	12	13
40	1324	1341	1359	1376	1394	1412	1431	1449	1468	1486			3	1	2	4	5	6	7	8	9	10	11	12	13	14
45	1703	1724	1745	1766	1787	1809	1831	1852	1874	1897			4	1	3	4	6	7	9	10	12	13	14	16	17	19
50	2156	2180	2205	2231	2256	2282	2308	2334	2360	2387			5	2	3	5	7	9	10	12	14	15	17	19	21	22
55	2698	2728	2758	2788	2819	2850	2882	2913	2945	2978			5	2	4	6	8	10	12	15	17	19	21	23	25	27

Table (D). MERIDIAN ZENITH-DISTANCE.

Alt.	0°	1°	2°	3°	4°	5°	6°	7°	8°	9°	10°	11°	Alt.
5°	9601	9603	9601	9597	9592	9586	9578	9568	9557	9545	9531	9518	5°
6	9521	9520	9518	9514	9509	9502	9494	9484	9473	9460	9446	9430	6
7	9438	9435	9433	9429	9424	9417	9408	9399	9387	9374	9360	9344	7
8	9347	9348	9345	9342	9337	9330	9321	9311	9300	9287	9272	9255	8
9	9261	9260	9258	9254	9249	9242	9233	9223	9211	9197	9182	9166	9
10	9172	9171	9168	9164	9159	9152	9143	9132	9120	9106	9091	9074	10
11	9081	9079	9077	9073	9067	9060	9051	9040	9028	9014	8998	8981	11
12	8968	8967	8964	8959	8952	8943	8932	8919	8904	8889	8872	8855	12
13	8842	8842	8839	8834	8826	8816	8804	8790	8774	8757	8739	8720	13
14	8702	8702	8698	8693	8684	8673	8660	8645	8628	8610	8591	8571	14
15	8551	8551	8546	8541	8531	8519	8505	8489	8471	8452	8432	8411	15
16	8390	8390	8384	8378	8367	8354	8339	8322	8303	8283	8261	8238	16
17	8215	8215	8208	8201	8189	8175	8159	8140	8119	8096	8071	8045	17
18	8018	8018	8010	8002	7989	7974	7957	7937	7914	7888	7860	7831	18
19	7802	7802	7793	7784	7769	7752	7732	7708	7681	7651	7619	7585	19
20	7550	7550	7540	7530	7514	7495	7473	7447	7418	7386	7351	7314	20
21	7276	7276	7265	7254	7237	7216	7192	7164	7132	7096	7056	7013	21
22	6967	6967	6955	6943	6925	6902	6875	6844	6808	6767	6721	6671	22
23	6617	6617	6604	6591	6572	6547	6516	6480	6439	6393	6342	6286	23
24	6235	6235	6221	6207	6187	6161	6129	6091	6047	5998	5944	5885	24
25	5821	5821	5806	5790	5768	5740	5706	5666	5620	5568	5511	5449	25
26	5382	5382	5365	5347	5323	5293	5257	5215	5167	5113	5053	4988	26
27	4918	4918	4899	4879	4853	4820	4780	4733	4680	4620	4553	4480	27
28	4401	4401	4380	4358	4331	4298	4258	4211	4157	4097	4030	3957	28
29	3879	3879	3856	3832	3803	3768	3726	3677	3621	3558	3489	3414	29
30	3293	3293	3268	3242	3211	3174	3130	3079	3021	2956	2884	2806	30
31	2722	2722	2695	2667	2633	2593	2546	2492	2430	2360	2282	2197	31
32	2116	2116	2087	2057	2021	1979	1930	1874	1811	1741	1663	1578	32
33	1497	1497	1466	1434	1397	1354	1304	1247	1183	1112	1033	947	33
34	863	863	830	795	755	709	666	616	559	495	424	346	34
35	279	279	244	207	166	119	66	7	-41	-96	-174	-265	35
36	-351	-351	-314	-275	-232	-184	-130	-70	-15	44	107	174	36
37	247	247	209	169	125	75	20	-31	-89	-154	-226	-305	37
38	-391	-391	-352	-311	-266	-216	-161	-101	-45	16	74	137	38
39	181	181	142	99	51	-2	-48	-99	-164	-243	-336	-443	39
40	-563	-563	-523	-480	-433	-381	-324	-261	-192	-117	-36	49	40
41	599	599	558	513	463	408	348	283	213	138	60	-13	41
42	-137	-137	-194	-247	-295	-338	-375	-406	-430	-447	-457	-461	42
43	-469	-469	-426	-379	-327	-270	-208	-141	-70	4	68	137	43
44	187	187	145	97	43	-17	-72	-131	-194	-261	-332	-407	44
45	-485	-485	-442	-394	-341	-283	-219	-150	-77	12	74	141	45
46	207	207	164	115	60	0	-41	-97	-158	-224	-294	-368	46
47	-375	-375	-332	-283	-228	-168	-103	-33	36	107	182	261	47
48	263	263	219	169	113	51	-17	-72	-131	-194	-261	-332	48
49	-407	-407	-363	-314	-260	-199	-131	-57	22	93	168	247	49
50	329	329	285	235	179	117	50	-13	-77	-138	-204	-274	50
51	-509	-509	-464	-414	-359	-299	-234	-164	-89	12	84	163	51
52	171	171	127	77	21	-41	-97	-158	-224	-294	-368	-443	52
53	-391	-391	-347	-297	-241	-179	-111	-37	36	107	182	261	53
54	263	263	219	169	113	51	-17	-72	-131	-194	-261	-332	54
55	-407	-407	-363	-314	-260	-199	-131	-57	22	93	168	247	55
56	329	329	285	235	179	117	50	-13	-77	-138	-204	-274	56
57	-509	-509	-464	-414	-359	-299	-234	-164	-89	12	84	163	57
58	171	171	127	77	21	-41	-97	-158	-224	-294	-368	-443	58
59	-391	-391	-347	-297	-241	-179	-111	-37	36	107	182	261	59
60	263	263	219	169	113	51	-17	-72	-131	-194	-261	-332	60
61	-407	-407	-363	-314	-260	-199	-131	-57	22	93	168	247	61
62	329	329	285	235	179	117	50	-13	-77	-138	-204	-274	62
63	-509	-509	-464	-414	-359	-299	-234	-164	-89	12	84	163	63
64	171	171	127	77	21	-41	-97	-158	-224	-294	-368	-443	64

Table (D) MERIDIAN ZENITH-DISTANCE.

ALT.	12°	13°	14°	15°	16°	17°	18°	19°	20°	21°	22°	23°	ALT.
5°	9499	9480	9460	9439	9416	9391	9365	9337	9307	9276	9243	9208	5°
6	9413	9394	9374	9352	9328	9303	9276	9248	9218	9186	9152	9117	6
7	9326	9307	9286	9264	9240	9214	9187	9157	9127	9094	9060	9024	7
8	9237	9218	9197	9174	9149	9123	9095	9065	9034	9000	8965	8928	8
9	9147	9127	9106	9082	9057	9030	9002	8971	8939	8905	8869	8831	9
10	9055	9035	9013	8989	8963	8936	8906	8875	8843	8808	8771	8732	10
11	8962	8941	8918	8894	8867	8839	8810	8778	8744	8709	8671	8631	11
12	8866	8845	8822	8797	8770	8741	8711	8678	8644	8607	8569	8528	12
13	8769	8747	8724	8698	8671	8641	8610	8577	8541	8504	8465	8423	13
14	8670	8648	8624	8597	8569	8539	8507	8473	8437	8399	8359	8316	14
15	8569	8546	8522	8495	8466	8435	8405	8368	8331	8291	8250	8207	15
16	8467	8443	8418	8390	8361	8329	8296	8262	8222	8183	8139	8095	16
17	8362	8338	8312	8284	8254	8221	8187	8150	8111	8070	8026	7981	17
18	8255	8230	8204	8175	8144	8111	8076	8038	7998	7956	7911	7864	18
19	8146	8121	8094	8064	8032	7999	7962	7924	7883	7839	7793	7745	19
20	8035	8010	7981	7951	7919	7884	7846	7807	7765	7720	7673	7623	20
21	7922	7896	7867	7836	7802	7767	7728	7687	7644	7598	7550	7498	21
22	7807	7780	7750	7718	7684	7647	7608	7566	7521	7474	7424	7371	22
23	7689	7661	7631	7598	7563	7525	7484	7441	7395	7347	7295	7241	23
24	7569	7541	7509	7476	7439	7400	7359	7314	7267	7217	7164	7108	24
25	7447	7417	7385	7350	7313	7273	7230	7184	7135	7084	7029	6971	25
26	7323	7292	7259	7223	7184	7143	7099	7051	7001	6948	6891	6832	26
27	7195	7163	7129	7092	7052	7010	6964	6915	6864	6809	6750	6688	27
28	7064	7032	6997	6959	6918	6874	6827	6777	6723	6666	6606	6542	28
29	6931	6898	6862	6823	6780	6735	6686	6634	6579	6520	6458	6392	29
30	6796	6761	6724	6683	6640	6593	6542	6489	6432	6371	6306	6238	30
31	6657	6621	6583	6541	6495	6447	6395	6340	6280	6217	6150	6080	31
32	6515	6478	6438	6395	6348	6298	6244	6187	6125	6060	5991	5917	32
33	6370	6332	6291	6246	6197	6145	6090	6030	5967	5899	5827	5750	33
34	6222	6182	6139	6093	6043	5989	5931	5870	5804	5733	5658	5579	34
35	6070	6029	5985	5937	5885	5829	5769	5705	5636	5563	5485	5402	35
36	5915	5873	5826	5777	5723	5665	5602	5536	5464	5388	5307	5221	36
37	5756	5712	5664	5612	5556	5496	5431	5362	5288	5208	5124	5034	37
38	5593	5547	5498	5444	5386	5323	5256	5183	5106	5023	4935	4841	38
39	5426	5379	5327	5271	5211	5145	5075	5000	4919	4832	4740	4642	39
40	5255	5206	5152	5094	5031	4963	4889	4811	4726	4636	4539	4436	40
41	5080	5029	4973	4912	4846	4775	4696	4610	4528	4433	4332	4223	41
42	4900	4846	4788	4725	4656	4581	4501	4415	4323	4223	4117	4009	42
43	4717	4659	4598	4532	4460	4382	4298	4208	4111	4007	3895	3775	43
44	4525	4467	4403	4334	4259	4177	4089	3994	3892	3783	3665	3539	44
45	4330	4269	4203	4130	4051	3965	3873	3773	3666	3550	3426	3292	45
46	4130	4066	3996	3920	3837	3747	3650	3545	3431	3309	3177	3036	46
47	3923	3856	3783	3703	3615	3521	3418	3307	3188	3058	2919	2768	47
48	3710	3640	3563	3479	3387	3287	3179	3062	2935	2797	2649	2486	48
49	3492	3418	3336	3247	3150	3045	2930	2806	2671	2525	2367	2196	49
50	3265	3187	3102	3008	2905	2793	2672	2540	2397	2241	2072	1888	50
51	3032	2950	2859	2760	2651	2532	2403	2263	2110	1943	1762	1564	51
52	2791	2703	2607	2502	2387	2261	2123	1973	1809	1631	1436	1222	52
53	2541	2448	2347	2235	2112	1978	1830	1670	1494	1301	1091	865	53
54	2282	2184	2077	1956	1825	1682	1524	1351	1162	954	725	472	54
55	2014	1909	1794	1666	1526	1372	1203	1016	811	585	336	60	55
56	1735	1624	1500	1364	1213	1047	864	666	440	193	99	13	56
57	1445	1326	1193	1047	885	705	507	288	44	97	47	1	57
58	1143	1015	872	714	539	345	129	98	21	9	4	0	58
59	827	689	536	365	174	96	26	1	0	0	0	0	59
60	0497	0348	0182	9996	9788	9556	9296	9003	8673	8297	7865	7362	60
61	0151	9989	9808	9605	9377	9121	8836	8503	8134	7706	7207	6617	61
62	9786	9611	9413	9190	8938	8654	8332	7964	7539	7044	6458	5747	62
63	9402	9210	8992	8467	8467	8149	7785	7365	6874	6291	5554		63
64	8996	8784	8543	8269	7957	7598	7182	6695	6117	5414			64

Table (D). MERIDIAN ZENITH-DISTANCE.

ALT.	24°	25°	26°	27°	28°	29°	30°	31°	32°	33°	34°	35°	ALT.
5°	9172	9134	9094	9052	9008	8962	8915	8865	8813	8759	8703	8645	5
6	9080	9041	9000	8957	8912	8865	8817	8766	8713	8658	8600	8541	6
7	8986	8946	8904	8860	8814	8767	8717	8665	8610	8554	8495	8434	7
8	8889	8849	8806	8761	8714	8666	8614	8561	8506	8448	8388	8325	8
9	8792	8750	8706	8660	8612	8562	8510	8456	8399	8339	8278	8213	9
10	8692	8649	8604	8557	8508	8457	8403	8348	8289	8228	8165	8099	10
11	8590	8546	8500	8452	8402	8349	8294	8237	8177	8115	8050	7982	11
12	8486	8441	8394	8344	8293	8239	8183	8124	8063	7999	7932	7862	12
13	8380	8334	8286	8235	8182	8127	8069	8009	7946	7880	7811	7739	13
14	8271	8224	8175	8123	8069	8012	7953	7890	7826	7758	7687	7613	14
15	8161	8112	8062	8008	7953	7894	7833	7770	7703	7633	7560	7485	15
16	8048	7998	7946	7891	7834	7774	7711	7646	7577	7505	7430	7352	16
17	7932	7881	7828	7772	7713	7651	7586	7519	7448	7374	7297	7216	17
18	7814	7762	7707	7649	7589	7525	7459	7389	7316	7240	7159	7077	18
19	7694	7640	7583	7524	7461	7396	7328	7256	7181	7102	7020	6934	19
20	7570	7515	7457	7396	7331	7264	7193	7119	7042	6961	6875	6786	20
21	7444	7387	7327	7264	7198	7129	7056	6979	6899	6815	6727	6635	21
22	7315	7257	7195	7130	7062	6990	6915	6836	6753	6666	6575	6479	22
23	7183	7123	7059	6992	6922	6847	6770	6688	6602	6512	6418	6319	23
24	7048	6986	6920	6851	6778	6701	6621	6536	6447	6354	6256	6153	24
25	6910	6846	6778	6706	6631	6551	6468	6380	6288	6191	6090	5983	25
26	6768	6702	6632	6558	6479	6397	6311	6220	6124	6024	5918	5807	26
27	6623	6554	6482	6405	6324	6239	6149	6055	5956	5851	5741	5625	27
28	6475	6403	6328	6248	6165	6076	5983	5885	5782	5673	5558	5437	28
29	6322	6248	6170	6087	6000	5909	5812	5710	5602	5488	5368	5242	29
30	6165	6089	6007	5922	5831	5736	5635	5529	5416	5298	5172	5040	30
31	6004	5925	5841	5752	5657	5558	5453	5342	5225	5101	4969	4830	31
32	5839	5756	5669	5576	5478	5374	5265	5149	5026	4896	4758	4612	32
33	5669	5583	5492	5395	5293	5185	5070	4949	4820	4684	4539	4386	33
34	5494	5405	5310	5209	5102	4989	4869	4742	4607	4463	4311	4149	34
35	5314	5221	5122	5016	4905	4786	4660	4527	4385	4234	4073	3902	35
36	5129	5031	4928	4817	4701	4576	4444	4304	4154	3995	3825	3648	36
37	4938	4836	4727	4612	4489	4359	4219	4071	3913	3745	3564	3371	37
38	4740	4634	4520	4399	4270	4132	3986	3829	3662	3483	3292	3085	38
39	4537	4425	4305	4178	4042	3897	3742	3576	3399	3209	3004	2784	39
40	4326	4208	4082	3948	3805	3652	3488	3312	3123	2920	2701	2464	40
41	4108	3984	3851	3710	3558	3396	3222	3034	2833	2615	2380	2124	41
42	3881	3751	3611	3461	3300	3128	2942	2742	2527	2293	2039	1761	42
43	3646	3508	3361	3202	3031	2847	2649	2435	2202	1950	1674	1372	43
44	3402	3256	3099	2930	2748	2552	2339	2109	1858	1584	1293	0952	44
45	3148	2993	2826	2646	2451	2240	2012	1763	1490	1191	0861	0494	45
46	2883	2718	2539	2347	2138	1911	1664	1393	1096	0767	0402	9992	46
47	2605	2429	2239	2032	1807	1561	1293	0997	0671	0307	9898	9435	47
48	2315	2126	1921	1699	1455	1188	0895	0570	0208	9801	9340	8809	48
49	2009	1807	1586	1345	1080	0789	0465	0105	9701	9241	8712	8092	49
50	1688	1469	1230	0968	0678	0357	0099	9596	9138	8611	7993	7252	50
51	1348	1111	0851	0564	0245	9889	9488	9032	8507	7891	7047	51	51
52	0988	0730	0445	0128	9774	9376	8922	8398	7784	7047	52	52	52
53	0604	0321	0007	9655	9259	8807	8286	7674	6938	6024	53	53	53
54	0192	9881	9532	9138	8688	8169	7559	6826	5914	4721	54	54	54
55	9749	9403	9011	8565	8048	7440	6709	5800	4608	2905	55	55	55
56	9269	8880	8436	7922	7317	6588	5557	55	56	57	58	59	56
57	8743	8302	7790	7188	6462	5557	55	56	57	58	59	59	57
58	8162	7654	7054	6331	5428	55	56	57	58	59	59	59	58
59	7511	6914	6194	5294	55	56	57	58	59	59	59	59	59
60	6769	6061	5155	55	56	57	58	59	59	59	59	59	60
61	5902	55	56	57	58	59	59	59	59	59	59	59	61

Table (D). MERIDIAN ZENITH-DISTANCE.

ALT.	60°	61°	62°	63°	64°	65°	66°	67°	68°	69°	70°	71°	ALT.
5°	6158	5996	5824	5645	5456	5256	5046	4823	4586	4333	4063	3773	5°
6	5971	5801	5622	5434	5235	5025	4803	4567	4315	4046	3756	3445	6
7	5776	5598	5411	5213	5004	4782	4546	4295	4027	3738	3427	3090	7
8	5573	5386	5189	4981	4760	4525	4274	4006	3719	3408	3072	2704	8
9	5360	5164	4956	4736	4502	4252	3985	3698	3388	3052	2685	2282	9
10	5137	4930	4710	4477	4228	3961	3675	3366	3031	2665	2263	1816	10
11	4904	4683	4451	4203	3937	3651	3343	3009	2643	2242	1796	1296	11
12	4655	4423	4176	3911	3626	3318	2985	2620	2219	1774	1275	0706	12
13	4394	4147	3883	3599	3292	2959	2596	2195	1751	1252	0685	0027	13
14	4118	3854	3571	3265	2933	2570	2170	1726	1228	0661	0004	9224	14
15	3823	3541	3236	2904	2542	2143	1700	1203	0637	9980	9201		15
16	3509	3206	2874	2513	2115	1673	1176	0611	9955	9177			16
17	3173	2843	2482	2085	1643	1148	0583	9828	9151				17
18	2810	2450	2054	1613	1118	0554	9900	9123					18
19	2416	2020	1581	1096	6523	9870	9094						19
20	1986	1547	1054	0491	9839	9063							20
21	1512	1019	0457	9803	9031								21
22	0983	0422	9771	8997									22
23	0385	9735	8962										23
24	0697	8925											24
25	8886												25

Table (D). MERIDIAN ZENITH-DISTANCE.

ALT.	72°	73°	74°	75°	76°	77°	78°	79°	80°	81°	82°	83°	ALT.
5	3461	3122	2753	2347	1897	1392	0819	0156	9370				5°
6	3107	2738	2333	1863	1380	0807	0144	9359					6
7	2722	2317	1869	1366	0794	0132	9347						7
8	2300	1855	1350	0779	0118	9334							8
9	1835	1333	0763	0102	9312								9
10	1315	0745	0086	9303									10
11	0727	0067	9285										11
12	0048	9267											12
13	9246												13
14													14

Table (D). MULTIPLIERS FOR MINUTES OF ALTITUDE.

MIN.	0'	1'	2'	3'	4'	5'	6'	7'	8'	9'	10'
0	·00	·02	·03	·05	·07	·08	·10	·12	·13	·15	·17
10	·17	·18	·20	·22	·23	·25	·27	·28	·30	·32	·33
20	·33	·35	·37	·38	·40	·42	·43	·45	·47	·48	·50
30	·50	·52	·53	·55	·57	·58	·60	·62	·63	·65	·67
40	·67	·68	·70	·72	·74	·75	·77	·78	·80	·82	·83
50	·83	·85	·87	·88	·90	·92	·93	·95	·97	·98	1·00

Bearing.	Table (E).				LATITUDE.											
	0	4	8	10	12	14	16	18	20	22	24	26	28	30	32	
10	5.67	5.70	5.73	5.76	5.79	5.85	5.91	5.97	6.03	6.12	6.21	6.30	6.42	6.55	6.69	
12	4.71	4.72	4.75	4.78	4.81	4.85	4.89	4.95	5.01	5.08	5.16	5.28	5.34	5.43	5.55	
14	4.01	4.02	4.04	4.06	4.09	4.12	4.16	4.20	4.26	4.32	4.38	4.46	4.54	4.63	4.73	
16	3.49	3.50	3.52	3.54	3.56	3.59	3.62	3.66	3.70	3.76	3.82	3.88	3.94	4.02	4.11	
18	3.08	3.09	3.11	3.13	3.15	3.18	3.20	3.24	3.28	3.32	3.37	3.43	3.49	3.55	3.63	
20	2.75	2.76	2.78	2.79	2.81	2.83	2.86	2.89	2.92	2.96	3.01	3.06	3.12	3.17	3.24	
22	2.47	2.47	2.48	2.50	2.52	2.54	2.57	2.60	2.63	2.66	2.70	2.75	2.80	2.86	2.92	
24	2.25	2.26	2.27	2.28	2.30	2.32	2.34	2.37	2.39	2.43	2.46	2.50	2.55	2.59	2.65	
26	2.05	2.05	2.07	2.08	2.10	2.11	2.15	2.15	2.18	2.21	2.24	2.28	2.32	2.37	2.42	
28	1.88	1.88	1.90	1.91	1.92	1.94	1.96	1.98	2.00	2.03	2.06	2.09	2.13	2.17	2.22	
30	1.73	1.73	1.75	1.76	1.77	1.78	1.80	1.82	1.84	1.87	1.89	1.92	1.96	2.00	2.04	
32	1.60	1.60	1.62	1.63	1.64	1.65	1.66	1.68	1.70	1.73	1.75	1.78	1.81	1.85	1.89	
34	1.48	1.48	1.49	1.50	1.51	1.53	1.54	1.56	1.57	1.60	1.62	1.65	1.68	1.71	1.75	
36	1.38	1.38	1.39	1.40	1.41	1.42	1.44	1.45	1.47	1.49	1.51	1.53	1.55	1.59	1.62	
38	1.28	1.28	1.28	1.29	1.30	1.31	1.32	1.34	1.35	1.37	1.39	1.41	1.44	1.48	1.51	
40	1.19	1.19	1.20	1.21	1.22	1.23	1.24	1.25	1.27	1.28	1.30	1.32	1.35	1.38	1.41	
42	1.11	1.11	1.12	1.13	1.14	1.14	1.15	1.17	1.18	1.20	1.22	1.24	1.26	1.28	1.31	
44	1.04	1.04	1.04	1.05	1.06	1.07	1.08	1.09	1.10	1.12	1.13	1.15	1.17	1.20	1.22	
46	0.97	0.97	0.98	0.98	0.99	1.00	1.01	1.02	1.03	1.04	1.06	1.07	1.09	1.11	1.14	
48	0.90	0.90	0.91	0.91	0.92	0.93	0.94	0.95	0.96	0.97	0.99	1.00	1.02	1.04	1.06	
50	0.84	0.84	0.85	0.85	0.86	0.87	0.87	0.88	0.89	0.91	0.92	0.93	0.95	0.97	0.99	
52	0.78	0.78	0.79	0.79	0.80	0.80	0.81	0.82	0.83	0.84	0.85	0.87	0.88	0.90	0.92	
54	0.73	0.73	0.73	0.74	0.74	0.75	0.76	0.76	0.77	0.78	0.79	0.81	0.82	0.84	0.86	
56	0.67	0.67	0.68	0.68	0.69	0.69	0.70	0.71	0.71	0.72	0.73	0.75	0.77	0.78	0.79	
58	0.63	0.63	0.63	0.63	0.64	0.64	0.65	0.66	0.66	0.67	0.68	0.69	0.71	0.72	0.74	
60	0.58	0.58	0.59	0.59	0.59	0.60	0.60	0.61	0.62	0.62	0.63	0.65	0.66	0.67	0.68	
62	0.53	0.53	0.54	0.54	0.54	0.55	0.55	0.56	0.56	0.57	0.58	0.59	0.60	0.61	0.63	
64	0.49	0.49	0.50	0.50	0.50	0.51	0.51	0.52	0.52	0.53	0.54	0.55	0.56	0.56	0.57	
66	0.45	0.45	0.45	0.45	0.46	0.46	0.46	0.47	0.47	0.48	0.49	0.50	0.50	0.51	0.52	
68	0.40	0.40	0.40	0.41	0.41	0.41	0.42	0.42	0.43	0.43	0.44	0.45	0.45	0.47	0.47	
70	0.38	0.36	0.36	0.37	0.37	0.37	0.37	0.38	0.38	0.39	0.39	0.40	0.41	0.42	0.43	
72	0.33	0.33	0.33	0.33	0.34	0.34	0.34	0.34	0.35	0.35	0.36	0.36	0.37	0.37	0.38	
74	0.29	0.29	0.29	0.29	0.30	0.30	0.30	0.31	0.31	0.31	0.32	0.32	0.33	0.33	0.34	
76	0.25	0.25	0.25	0.25	0.25	0.26	0.27	0.27	0.27	0.27	0.27	0.28	0.28	0.29	0.29	
78	0.21	0.21	0.21	0.21	0.21	0.22	0.22	0.22	0.22	0.23	0.23	0.23	0.23	0.24	0.25	
80	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.19	0.19	0.19	0.20	0.20	0.20	0.21	
82	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.15	0.15	0.15	0.15	0.15	0.15	0.16	0.17	
84	0.10	0.10	0.10	0.10	0.10	0.10	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.12	0.12	
86	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.08	0.08	0.08	0.08	0.08	0.08	0.08	
88	0.03	0.03	0.03	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	
89	0.01	0.01	0.01	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	
90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Bearing.	Table (E).															LATITUDE.															Corr. for 1' of Alt. at the Equator.
	34	36	38	40	42	44	46	48	50	52	54	56	58	60	34	36	38	40	42	44	46	48	50	52	54	56	58	60			
10	6.84	7.01	7.20	7.40	7.63	7.88	8.16	8.48	8.82	9.21	9.65	10.14	10.70	11.33	5.76																
12	5.67	5.81	5.97	6.14	6.33	6.54	6.77	7.03	7.32	7.64	8.00	8.41	8.88	9.41	4.70																
14	4.84	4.95	5.09	5.23	5.40	5.58	5.77	5.99	6.24	6.51	6.82	7.17	7.57	8.02	4.13																
16	4.21	4.31	4.43	4.55	4.69	4.85	5.02	5.21	5.42	5.66	5.93	6.24	6.58	6.97	3.63																
18	3.71	3.80	3.90	4.02	4.14	4.28	4.43	4.60	4.79	5.00	5.24	5.50	5.81	6.15	3.24																
20	3.31	3.39	3.49	3.59	3.70	3.82	3.95	4.11	4.27	4.46	4.67	4.91	5.19	5.49	2.92																
22	2.98	3.06	3.14	3.23	3.33	3.44	3.56	3.70	3.85	4.02	4.21	4.43	4.67	4.95	2.67																
24	2.71	2.77	2.85	2.93	3.02	3.12	3.23	3.36	3.49	3.65	3.82	4.02	4.24	4.49	2.46																
26	2.47	2.53	2.60	2.68	2.76	2.85	2.95	3.06	3.19	3.33	3.49	3.66	3.87	4.10	2.28																
28	2.27	2.32	2.39	2.45	2.53	2.61	2.71	2.81	2.92	3.05	3.20	3.36	3.55	3.76	2.13																
30	2.09	2.14	2.20	2.26	2.33	2.41	2.49	2.60	2.69	2.81	2.95	3.10	3.27	3.46	2.00																
32	1.93	1.98	2.03	2.09	2.15	2.22	2.30	2.39	2.49	2.60	2.72	2.86	3.02	3.20	1.89																
34	1.79	1.83	1.88	1.93	1.99	2.06	2.13	2.22	2.31	2.41	2.52	2.65	2.80	2.96	1.79																
36	1.66	1.70	1.74	1.80	1.85	1.91	1.98	2.06	2.14	2.24	2.34	2.46	2.60	2.75	1.70																
38	1.54	1.58	1.62	1.67	1.72	1.78	1.84	1.91	1.99	2.08	2.18	2.29	2.41	2.56	1.62																
40	1.44	1.47	1.51	1.55	1.60	1.66	1.72	1.78	1.85	1.94	2.03	2.13	2.25	2.38	1.56																
42	1.34	1.37	1.41	1.45	1.49	1.54	1.60	1.66	1.73	1.80	1.89	1.99	2.09	2.22	1.49																
44	1.25	1.28	1.31	1.35	1.39	1.44	1.49	1.55	1.61	1.68	1.76	1.85	1.95	2.07	1.44																
46	1.16	1.19	1.23	1.26	1.30	1.34	1.39	1.44	1.50	1.56	1.64	1.73	1.82	1.93	1.39																
48	1.09	1.11	1.14	1.17	1.21	1.25	1.30	1.35	1.40	1.46	1.53	1.61	1.70	1.80	1.35																
50	1.01	1.04	1.06	1.09	1.13	1.16	1.21	1.25	1.31	1.36	1.43	1.50	1.58	1.68	1.31																
52	0.94	0.96	0.99	1.01	1.05	1.09	1.12	1.17	1.22	1.27	1.33	1.40	1.47	1.56	1.27																
54	0.88	0.90	0.92	0.95	0.98	1.01	1.04	1.09	1.13	1.18	1.23	1.30	1.37	1.45	1.24																
56	0.81	0.83	0.85	0.88	0.91	0.94	0.97	1.01	1.05	1.10	1.15	1.21	1.27	1.35	1.21																
58	0.75	0.77	0.79	0.81	0.84	0.87	0.90	0.93	0.97	1.01	1.06	1.12	1.18	1.25	1.18																
60	0.70	0.71	0.73	0.75	0.78	0.80	0.83	0.86	0.90	0.94	0.98	1.03	1.09	1.15	1.15																
62	0.64	0.66	0.67	0.69	0.72	0.74	0.76	0.79	0.83	0.86	0.90	0.95	1.00	1.06	1.13																
64	0.59	0.60	0.62	0.64	0.66	0.68	0.70	0.73	0.76	0.79	0.83	0.87	0.92	0.97	1.11																
66	0.54	0.55	0.56	0.58	0.60	0.62	0.64	0.66	0.69	0.72	0.76	0.79	0.84	0.89	1.09																
68	0.49	0.50	0.51	0.53	0.54	0.56	0.58	0.60	0.63	0.65	0.69	0.73	0.76	0.81	1.08																
70	0.44	0.45	0.46	0.47	0.49	0.51	0.52	0.54	0.57	0.59	0.62	0.65	0.68	0.73	1.06																
72	0.39	0.40	0.41	0.42	0.44	0.45	0.47	0.49	0.51	0.53	0.55	0.58	0.61	0.65	1.05																
74	0.34	0.36	0.36	0.37	0.38	0.40	0.41	0.43	0.44	0.46	0.49	0.52	0.54	0.57	1.04																
76	0.30	0.31	0.31	0.32	0.33	0.34	0.36	0.37	0.39	0.40	0.42	0.45	0.47	0.50	1.03																
78	0.25	0.26	0.27	0.28	0.29	0.29	0.30	0.32	0.33	0.34	0.36	0.38	0.40	0.42	1.02																
80	0.21	0.22	0.22	0.23	0.24	0.24	0.25	0.26	0.27	0.29	0.30	0.31	0.33	0.35	1.02																
82	0.17	0.17	0.18	0.18	0.19	0.19	0.20	0.21	0.22	0.23	0.24	0.25	0.26	0.27	1.01																
84	0.13	0.13	0.13	0.14	0.14	0.14	0.15	0.16	0.16	0.17	0.18	0.19	0.20	0.21	1.01																
86	0.08	0.08	0.09	0.09	0.09	0.10	0.10	0.10	0.11	0.11	0.12	0.12	0.13	0.14	1.00																
88	0.04	0.04	0.04	0.04	0.05	0.05	0.05	0.05	0.05	0.06	0.06	0.06	0.07	0.07	1.00																
89	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.03	0.03	0.03	0.03	0.04	0.05	0.05	1.00																
90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00																

NOTES.

I.—If it be desired to take more than one altitude in the manner directed on page 5, set the sextant first at $30^\circ - 11'$, and secondly at $30^\circ + 11'$, when the Mean of the two will be 30° , as required. This applies to A.M. sights: For P.M. we must begin with the greatest altitude and proceed in like manner.

To take four altitudes, set the sextant at $30^\circ - 22'$, $30^\circ - 11'$, $30^\circ + 11'$ and $30^\circ + 22'$, for A.M. sights; and in the reverse order for P.M. observations.

II.—Application of Tables A, B, C, to finding the Altitude Azimuth.

(a) *Lat. and Dec. of same name*: Take difference of lat. and alt.

(b) *Lat. and Dec. of contrary names*: Take sum of lat and alt.

For North declination, take N.P.D. and reckon Azimuth from North. For South declination, take S.P.D. and reckon Azimuth from South, and proceed as in finding the time.

Example I., A.M.

Lat. $23^\circ 45' N.$, Alt. $21^\circ 42'$, Dec. $20^\circ 49' N.$				
Lat. $23^\circ 45' N.$		384		
Tab. A.	Alt. $21^\circ 42'$	319		
6	Diff.	2	3	
6446	N.P.D. 69	11		
6440	4h. 36m. 36s.	8090		
	*5h. 3m. 48s.	8793		

\therefore Az. = N. $75^\circ 57'$ E.

Example II., P.M.

Lat. $25^\circ 31' N.$, Dec. $14^\circ 47' S.$, Alt. $15^\circ 46'$				
Lat. $25^\circ 31' N.$		446		
Tab. A.	Alt. $15^\circ 46'$	166		
	Sum	41	17	
	S.P.D. 75	13		
	3h. 59m. 2s.	6958		
	*4h. 18m. 30s.	7570		

\therefore Az. = S. $64^\circ 37\frac{1}{2}'$ W.

When the Azimuth exceeds the limit of Table (B), which it can only do when latitude and declination are of the same name, subtract the *sum* of lat. and alt. from 180° , and proceed as before, marking the Azimuth with the *contrary* name to the declination.

III.—To find the time of sunset and sunrise by the same Tables; proceed as in the following Examples:

Tab. A.		Lat.	$10^\circ 35' N.$	74
		Dec.	$23^\circ 23' S.$	372
1706	M.Z.	33	58	
10000	Z.D.	90	0	
8294	5h. 20m. 41s.	9187		
Sunset	5	41	24 P.M.	9633
Sunrise	6	18	36 A.M.	

IV.—To find the Azimuth at rising or setting, make the Altitude 0° , and proceed as in Examples I and II. above,

* Thus 5h. 3m. 48s. = 303m. 48s., which divided by 4 = $75^\circ 57'$;
and 4h. 18m. 30s. = 258m. 30s., which divided by 4 = $64^\circ 37\frac{1}{2}'$.

LIST OF NAUTICAL WORKS

PUBLISHED BY

J. D. POTTER.

•

LIST OF NAUTICAL WORKS

PUBLISHED BY J. D. POTTER.

ALTITUDE TABLES.

	s.	d.
Computed for Intervals of Four Minutes between the Parallels of Latitude 31° and 60° and Parallels of Declination 0° and 24°, designed for the Determination of the Position Line at all Hour Angles without Logarithmic Computation, by <i>Frederick Ball, M.A. (late Scholar of Exeter College, Oxford), Chaplain and Naval Instructor in His Majesty's Fleet</i> 18 0	18	0
Ditto, ditto, between the Parallels of Latitude 0° and 30° and Parallels of Declination 0° and 24° 18 0	18	0
Ditto, ditto, between the Parallels of Latitude 24° and 60° and Parallels of Declination 24° and 60° 18 0	18	0

These Tables are so arranged for working by the New Navigation that only one correction has to be applied to the altitude taken direct from the book. The entire logarithmic work is replaced by a single subtraction and the application of the correction. In conjunction with the Nautical Almanac all the usual problems of Navigation are solved.

The Tables have been adopted for use in the Japanese Navy.

Altitude and Azimuth Tables, for Facilitating the Determination of Lines of Position and Geographical Position at Sea. The simplest and readiest in solution. Plane and Spherical Traverse Tables for solving all problems of navigation. By *Lieut. Radler de Aquino* (Brazilian Navy). All sights for position are worked out by the same method *without logarithms*, with hardly any calculation. All the other problems in navigation are easily and rapidly solved by inspection without interpolation. This work has received the favourable endorsement of the United States Hydrographic Office. 2nd Stereotyped Edition 12 0

New Log and Versine Altitude Tables (Reprinted from the 2nd Edition of above Book), by *Lieut. Radler de Aquino* (Brazilian Navy). The simplest and readiest way of finding the Altitude by means of *logarithms* 2 6

DOUBLE ALTITUDES.

A Method for finding the Latitude by the Simultaneous Altitudes of Two Stars, by *Capt. Burdwood, R.N.* (reprinted 1896) 1 0

COOKERY.

Ship's Cook and Steward's Guide, containing Hints for Management, and Two Hundred and Fifty Recipes, by *James B. Wilson* 1 0

List of Nautical Works published by J. D. POTTER.

AZIMUTHS.

s. d.

Sun's True Bearing or Azimuth Tables, by *John Burdwood*, (Staff Commander, R.N., of the Hydrographic Department, Admiralty.) The Revised Edition of the above, with Extensions in Latitude, Declination and Hour-Angle, has been prepared, with the permission of H.M. Stationery Office, by *Percy L. H. Davis*, F.R.A.S., Chief Assistant (retired) in H.M. Nautical Almanac Office 8 6

This book contains a complete set of "Horizon Tables" for the reduction of observations.

Davis's Sun's True Bearing, or Azimuth Tables (30° N. to 30° S.), by *J. E. and Percy L. H. Davis*. The only means of ensuring a correct course at sea is by the use of calculated or tabular azimuths, and the latter render the operation speedy and accurate. These tables, an addendum to those of Capt. Burdwood, R.N., which preceded them, have been in very general use since their publication. The instructions in several European languages have proved of great service to foreign seamen 11 6

(Supplied to H.M. Fleet by Admiralty order.)

Davis's Supplementary Azimuth Tables (now published separately). The Time Azimuth Tables in general use do not often give azimuths near the meridian, which are in frequent demand for ex-meridian observations, but they will be found in this book, in addition to complete tables extending to latitude 64° 8 0

(Supplied to H.M. Fleet by Admiralty order)

Davis's Star Azimuth Tables, computed for all latitudes between 60° North and 60° South, by *P. L. H. Davis*. This book has followed on the very general adoption of stellar observations as a means of navigation, and supplies the seaman with the same details regarding stars, as he can get from "Burdwood and Davis" when the sun is concerned. Some ingenious altitude marks are used for the first time in these tables which materially aid in the identification of any hastily observed star, as to which doubt may exist 11 6

(Supplied to H.M. Fleet by Admiralty order.)

High Latitude Tables, between 61° and 78°. By *Percy L. H. Davis* 7 0

This work, which was originally prepared for and used by the Antarctic Expedition of 1901, has now been adopted for use in H.M. Navy and will certainly be a necessity in all ships trading to northern ports.

(Supplied to H.M. Fleet by Admiralty order.)

Short, Accurate, and Comprehensive Altitude-Azimuth Tables to show the true bearing of the Sun, Moon, Planets, &c., for latitude 0° to 75° north or south; altitudes 0° to 75°; and declination 30° north to 30° south; also the Approximate Ship Time, by *A. C. Johnson*, R.N. (Published by request) 3 6

(Supplied to H.M. Fleet by Admiralty order.)

Captain Weir's Azimuth Diagram 1 6

(Supplied to H.M. Fleet by Admiralty order.)

Time Azimuth Diagram, by *Hugh Godfray*, M.A. 3 0

List of Nautical Works published by J. D. POTTER.

CHARTS.

s. d.

- Charts: their use and meaning**, with thirteen figures and eight charts, by *Dr. G. Herbert Fowler* 4 0
- This, which is believed to be the first book on charts yet published, brings together information which hitherto has been obtainable only from verbal teaching. It deals with Mercator and Gnomonic navigational charts, and with Meteorological and other scientific charts, from a practical point of view in simple language.

CHRONOMETERS.

- Davis's "Chronometer" Tables**; or, hour angles for selected altitudes between latitudes 0° and 50° , with variations for $1'$ in all elements, by *P. L. H. Davis*. Means of working a Sun "Chronometer" arithmetically have been for many years a desideratum, and have been published, in 1793, by *Lalande*; in 1827, by *Lynn*; and by *Homme*, in 1863; but *Mr. Davis*, by the omission of useless or undesirable altitudes, and the inclusion of Variations in $1'$ of Altitude, Latitude and Declination, has made a table of great practical utility. The book, as a substitute for or a check on logarithmic calculation, is almost a necessity, and is especially useful in latitudes less than 45° . A comparison has been made in actual work of the tabular results with those obtained in the ordinary way, showing practically identical results 11 6
- Notes on the Management of Chronometers and the Measurement of Meridian Distances**, by *Rear-Admiral Charles Shadwell, F.R.S.* (1861) 4 6

EQUAL ALTITUDES.

- Tables for Facilitating the Method of Equal Altitudes**, by *F. A. L. Kitchin, B.A., Naval Instructor, R.N.* 1 0

COMPASS.

- Rev. William Hall's Visible Astronomical Compass**, for Lat. 50° . Channel and adjacent zone. Important for sea and air navigation, size, 6in. diameter 1 0
- An Explanation of the Adjustment of Ships' Compasses**, illustrated with numerous diagrams, by *Captain the Honourable Wentworth Chelwynd, R.N.* ... 2 0
- Handbook to Beall's Compass Deviascope**, by *Captain George Beall*, contains, in addition to a complete explanation of this well-known instrument, much information necessary to compass correction 1 6
- Elementary Manual for the Deviations of the Compass in Iron Ships**, intended for the use of Seamen of the Royal Navy and Mercantile Marine, and Navigation Schools, by *E. W. Creak, C.B., F.R.S., retired Captain, R.N.* ... 10 0
- Practical Information on the Deviation of the Compass**, for the use of Masters and Mates of Iron Ships, by *J. T. Towson, F.R.G.S.* 4 0
- AND
- Supplement to the above**; being the Questions on the Deviation of the Compass issued by the Board of Trade for the Examination for Masters' and Extra Masters' Certificates, and Answers to the Questions, by *Capt. William Mayes, R.N.* 1 0
- The Roxburgh Compass Error Card**. For quickly and accurately correcting True and Compass Courses and Bearings by a New Method; extremely simple and easy to work. Size 10×11 inches, printed in black and red; varnished. By *C. R. Wylie* 3 0
- The Pocket Compass Corrector**. Makes an error in applying variation and deviation almost impossible 2 0
- The Binnacle Compass**, Corrected by itself, or the Deviation found with one Compass by both methods, and the Corrections applied, by *Capt. A. B. Becher, R.N.* 1 0
- The Storm Compass**, or Seaman's Hurricane Companion, containing a familiar explanation of the Hurricane Theory, by *Capt. A. B. Becher, R.N.*, illustrated with Diagrams and Accounts of Hurricanes 1 6
- Plain Deviation Curve Diagram**, by *Captain J. C. Robinson* 0 6

List of Nautical Works published by J. D. POTTER.

GREAT CIRCLE SAILING.		s. d.
A Chart of South Latitudes , beyond 20 degrees, to facilitate the practice of Great Circle Sailing; with an accompanying diagram for the determination of the courses and distances, by <i>Hugh Godfray, M.A.</i>	3	0
EX-MERIDIANS.		
Davis's Ex-Meridian Tables and Supplementary Azimuths , by <i>P. L. H. Davis</i> . This important work contains Calculated Reductions to the Meridian for hour angles less than 75 ^m and altitudes lower than 84°, Declinations and Latitudes 34° and 64° N. and S. The use of the book is quite easy to anyone familiar with the Azimuth Tables. The Supplementary Azimuths, which accompany it, give bearings too near the meridian for inclusion in "Burdwood and Davis," which are now in great request for position lines and ex-meridian work	11	6
Tables for the Reduction of Ex-Meridian Altitudes , by <i>J. T. Towson, F.R.G.S.</i> ...	1	0
Ex-Meridian Diagram , by <i>F. A. L. Kitchen, B.A., Naval Instructor, R.N.</i>	1	0
HOUR ANGLES.		
Tables of Calculated Hour-Angles and Altitude Azimuth Tables , 30° N. to 30° S. Ex-Meridian Tables and Calculated Reductions and Azimuths of Bright Stars , 60° N. to 60° S., by <i>H. S. Blackburne</i>	7	6
The Calculated Reductions and Azimuths of 27 of the brightest stars up to about one hour from Meridian above the Pole, and from two to three hours from the Meridian below the Pole for circumpolar stars, make accurate position finding from two stars at twilight simpler than by any previously published tables.		
The "Excelsior" Azimuth and Position Finding Tables (being the Second Edition of the above book, 1916) <i>H. S. Blackburne</i>	10	6
HYDROGRAPHICAL ENGINEERING.		
An Essay on Hydrographical Engineering , as applicable to Floating Sea Barriers, Harbours, Batteries, Coast Defences, and Naval Fortifications, by <i>Capt. Adderly Sleigh, K.T.S., F.R.S.L.</i> (with Illustrations), (1859)	10	0
INTERPOLATION.		
Notes on Interpolation , Mathematical and Practical, by <i>Rear-Admiral C. Shadwell F.R.S.</i>	2	0
LATITUDE AND LONGITUDE.		
On Finding the Latitude and Longitude in Cloudy Weather and at other Times , by <i>A. C. Johnson, R.N.</i> Enlarged to 56 pages, with Appendix and Part II.	6	0
Short Tables and Rules for finding Latitude and Longitude , by Single and Double Altitudes, Pole Star, Lunars, &c., by <i>A. C. Johnson, R.N.</i>	3	0
Scales of Latitude from 5° to 60° proportional to a scale of Longitude , where $\frac{1}{2}$ in. = one mile, arranged to facilitate the finding of position from two Sumner lines, by <i>R. E. Peake, A.M.I.C.E.</i> per set	5	0
Charts to accompany above each	2	6
Tables showing the Length in Feet of a Degree, Minute, and Second of Latitude and Longitude , with the corresponding number of Statute Miles in each Degree of Latitude; and the number of Minutes of Latitude or Nautical Miles contained in a Degree of Longitude, under each Parallel of Latitude, by <i>R. C. Carrington, F.R.G.S.</i> (1868)	1	0
LAW.		
Handbook on the Law and Practice relating to Apprentices to the Mercantile Marine Service , by <i>F. W. Gardner</i> (of the Middle Temple) ...	1	6
LIGHTS.		
Light Range Table (height of light, 10 to 1000 feet; and height of eye, 10 to 120 feet), compiled and arranged by <i>J. S. Commander, Master Mariner</i>	0	6
Lights in Lyrics , or a Glance at the Channel Lights as Piloting Marks, on a run from Scilly to the Nore, accompanied by a Parting Precept on Compass Deviation , addressed to all younger Mariners. With a view of the Casquets, Notes and Charts. (1859)	1	0

List of Nautical Works published by J. D. POTTER.

		s. d.	
LUNARS.			
Notes on the Reduction of Lunar Observations, Mathematical and Practical, by <i>Rear-Admiral C. Shadwell, F.R.S.</i> (1881)		4	6
<i>See also Latitude and Longitude.</i>			
LOGARITHMS.			
Davis's Requisite Tables (Logarithmic), by <i>P. L. H. Davis.</i> Tables of Logarithms to five places of decimals only, for practical sea work. The typography and arrangement of the book will render it suitable for habitual use, and it contains a table of Logarithmic and Natural Haversines specially designed for modern navigation		7	6
Davis's Five-Figure Logs and Anti-Logs, by <i>P. L. H. Davis.</i> Specially prepared for use in Actuarial and General Calculations. These tables are very legible and do not fatigue the eye in use		5	0
Ditto	ditto with Index Tabs... ..	6	0
MAST-HEAD ANGLES.			
Tables of Mast-Head Angles, for five feet intervals, from 30 to 280 feet, and varying distances from a cable's length to four miles, with their application to Nautical Surveying; also the determination of distance by sound, with an example... ..		2	0
MEASURES.			
Foreign Measures and their English Values, compiled from Official Sources, by <i>R. C. Carrington, F.R.G.S.</i> (1864)		7	6
MERCANTILE MARINE.			
A Voice from the Quarter-Deck on the State of our Mercantile Marine, by <i>Joseph Mayne</i> (Master Mariner) (1876)		1	0
An Address delivered to the Boys of the Training Ships "Chichester" and "Arethusa," by <i>G. M. Coehead</i> (1885)		0	4
METEOROLOGY.			
Solectrics; a theory explaining the causes of Tempests, Seismic and Volcanic Disturbances, and how to calculate their time and place. Illustrated by over 150 diagrams, by <i>Alfred J. Cooper, Navigator.</i> (Second Edition)		6	0
The Causes of Weather and Earthquakes (with four Diagrams), by <i>Alfred J. Cooper</i> (1902)		2	0
Light as a Motive Power, a Series of Meteorological Essays (1875), by <i>Lieut. R. H. Armit, R.N.</i>		15	0
<i>See also Winds.</i>			
REVERSIBLE TRANSIT INSTRUMENT.			
Notes on the use of the Portable Reversible Transit, and the Method of Calculation of the Observations, with diagrams and photographs, by <i>Capt. C. E. Monro, R.N.</i>		3	0
ROYAL NAVY.			
Chart of the Navy of Great Britain, from the Earliest Period of History, compiled from Historical publications, old records, Parliamentary returns, and other authorities, by <i>Frederick Perigal</i> (of the Admiralty), 1860		3	6
RULES OF THE ROAD.			
The Rules of the Road at Sea, comprising the Regulations for preventing collisions at Sea, 1897, and Rules in force in Harbours, Rivers, and Inland Waters; with explanatory notes and observations, by <i>H. Stuart Moore, of the Inner Temple and the Admiralty Court, Barrister-at-Law.</i> (Third Edition)		7	6
Diagrams, with Explanations, illustrating the Rule of the Road for Sailing Ships, by <i>Capt. H. S. Blackburne</i>		2	0
3.H (How's Her Head) Indicator and Rule of the Road at Sea, by <i>George Spillane</i>		1	6

List of Nautical Works published by J. D. POTTER.

NAVIGATION AND NAUTICAL ASTRONOMY.		s. d.
The "Conway" Manual of Navigation. In this book of 80 pages nothing is taken for granted. All formulas are proved and the dependence of Navigation and Nautical Astronomy upon the solution of Plane and Spherical Triangles is clearly brought out. Particular emphasis has been laid upon method. By <i>J. Morgan, M.A. (Senior Master)</i> and <i>T. P. Marchant, A. L. Wood (Navigation Masters), H.M.S. "Conway" School Ship</i> 5 0		
Nautical Astronomy, by <i>W. P. Symonds (Ex-Commissioner of Surveys)</i> . The best methods of calculating Hour-Angle, and finding Longitude and Latitude. The shortest Ex-Meridian method with New Table. Sidereal and Mean Time made clear. The New Navigation explained and the Modern methods of working Double Altitudes, and drawing Position lines. The Equation of Equal Altitudes made easy, and used for finding Longitude from Ex-Meridians, and for determining error in Latitude due to Ship moving N. or S. Lunars simplified. Chapters on finding Distances, the Tides, &c., with many diagrams 6 0		
Nautical Astronomy Made Easy, by <i>A. C. Johnson, R.N.</i> All the Rules being worked by a Small Table on One Page, designed to economise Time and Labour ... 3 0		
An Introduction to the Practice of Navigation and Nautical Astronomy, by <i>R. E. Hooypell, M.A., F.R.A.S.</i> 3 6		
The Practice of Navigation and Nautical Astronomy, complete with tables, by <i>Lieut. Raper, R.N.</i> (See also the "New" Navigation) 18 0		
Nautical Tables, by <i>Lieut. Raper, R.N.</i> (do., do.) 14 0		
Inman's Nautical Tables. A New Edition of this standard work, revised and brought thoroughly up to the present date, by the <i>Rev. William Hall, R.N.</i> , and containing all the aids to rapid fixing of position which are essential in modern Navigation 18 0		
Lectures on Elementary Navigation, by <i>Rev. J. B. Harbord, M.A. (Retired Naval Instructor, R.N.; late Inspector of Naval Schools, Admiralty; Examiner in Navigation and Nautical Astronomy for the Department of Science and Art; Author of "Glossary of Navigation")</i> 7 6		
Navigation Simplified, by a System of Teaching based on First Principles, for Officers (from 2nd Mate to Extra Master) in the Mercantile Marine and Yachtsmen. Illustrated by numerous diagrams, by <i>Captain P. Thompson, F.R.A.S., Younger Brother of the Trinity House, Senior Examiner of Masters and Mates, and Secretary to the Local Marine Board of London</i> 12 0		
Examination Diagrams Simplified, for Navigation Students; illustrated by sixteen diagrams (including 5½ inch Boxwood Scale), by <i>Captain P. Thompson, F.R.A.S.</i> 2 6		
Navigation, intended for Self-Instruction up to the Second Mate's Examination, by <i>William Roy</i> 0 6		
Practical Coastal Navigation, with numerous charts and diagrams, by <i>Count de Miremont</i> 4 0		
Tables of Allowance for Current when affecting Compass Course and Ship's Speed, by <i>Capt. G. E. Hoar, War Department Fleet</i> . A small and convenient Table to give by inspection the correction to a Compass Course made necessary by a Current in any direction, and the resulting distance made good. A desirable book for all Coastwise Navigation 2 0		

"THE 'NEW' NAVIGATION."

Appendix to Raper's Practice of Navigation. Being an explanation of the New Astronomical Navigation by the method of Calculated Zenith Distances, with Special Tables for Simplifying and Shortening the work, by <i>William Hall, R.N., F.R.A.S., Chaplain and Naval Instructor (Chief Naval Instructor, Royal Australian Navy)</i> 1 0		
---	--	--

See also Altitude Tables.

List of Nautical Works published by J. D. POTTER.

SAILING DIRECTIONS.

	s.	d.
Canadian North Atlantic Steamship Routes between the British Isles and Canada. Distance, Latitude, Longitude, Variation, and true Course, by <i>R. A. Woodward, Lieut R.N.R.</i>	5	0
Correct Magnetic Courses and Distances, from and to Various Ports round the British Isles, by <i>Arthur Underhill, LL.D., Commodore of the Royal Cruising Club,</i> assisted by several Members of the Club. Second Edition	2	0
Concise Navigating Directions for the River Thames, including all the Pools, Reaches, and Channels, from London Bridge to the South Foreland and Orfordness, and for the English Channel to Beachy Head; also for the Port of Dunkerque and the approaches to the Scheldt, by <i>Stephen Penny, Trinity Pilot, Gravesend</i> (illustrated by nineteen Charts)	7	6
East Coast Rivers. Charts and Sailing Directions for the Rivers Roach, Crouch, Blackwater, Colne, Stour, Orwell, Deben, Ore and Alde; together with General Charts from the Thames to Southwold, by <i>Lieut. S. V. S. C. Messum, R.N.</i>	5	0
The Pilot's Guide for the English Channel (with which is now incorporated "The Pilot's Handbook for the English Channel" by Staff Commander J. W. King, R.N.), comprising the South Coast of England, and general directions for the Navigation of the Channel; with numerous Charts and Plans of Harbours, edited by <i>H. D. Jenkins, F.R.G.S.</i>	10	0
A Chart of the Dutch Waterways, by <i>J. & A. B. Powell</i>	4	0
From Calcutta to Bombay Coasting, being the Second Edition of the Handbook to the Ports on the Coast of India between Calcutta and Bombay, including Ceylon and the Maldivé and Laccadive Islands, with 11 Charts and 12 Photographs, by <i>Lieut. H. S. Brown, R.N.R., Port Officer, Marine Department, Madras Presidency.</i>	10	0
The Occurrence and Paths of Storms, and the Method of Avoiding Damage from Them, by " <i>Kalb Siad.</i> " An Essay on "The occurrence and paths of those storms known as 'Cyclones,' as they are encountered in Eastern Seas between Aden and Singapore, including the neighbourhood of Mauritius and that part of the Indian Ocean between Mauritius and India. Also the method of avoiding damage from them"	1	0
Winds and Currents of the Mediterranean, by <i>Capt. A. B. Becher, R.N.,</i> with remarks on its Navigation at different Seasons of the Year, compiled from various authorities, chiefly Spanish (1864)	3	0
Navigation of the Atlantic Ocean, by <i>Capt. A. B. Becher, R.N.,</i> with an account of the Winds, Weather and Currents found therein throughout the year (with Charts) (1892)	5	0
Navigation of the Indian Ocean, China and Australian Seas, by <i>Capt. A. B. Becher, R.N.,</i> with an account of the Winds, Weather, and Currents found therein throughout the year (with Charts) (1864)	5	0
Chart of the Sulina Branch of the Danube (European Commission of the Danube), surveyed by Robert Hansford, Surveyor of the Commission, under the direction of C. A. Hartley, Engineer in Chief (showing 45 nautical miles of the River from Sulina), size 10 ft. x 2 ft 3 in. (1860)	20	0
Notes on Cherbourg (Geographical and Historical description of, &c.), and Chart (1858), by <i>Commander Bedford Pim, R.N., F.R.G.S.</i>	1	0

SALVAGE.

How Ships are Lost, and How to Save Life and Property at Sea (Illustrated), by <i>W. P. B. Munser</i> (1877),	1	0
---	---	---

List of Nautical Works published by J. D. POTTER.

SEAMANSHIP.

	s.	d.
Under Square Sail, by <i>Capt. Withers</i> (1893)	2	0
Under the Red Ensign; or, "Going to Sea," by <i>Thomas Gray</i> (1892) ...	1	6

SEXTANTS.

Stars and Sextants. Star Distance Tables for facilitating the use of Lord Ellenborough's method of Correcting the Centring and Total Errors of Sextants at Sea, by <i>John Abner Sprigge</i> , <i>Wm. Fraser Doak</i> , <i>M.A.</i> , <i>F.R.A.S.</i> , <i>T. Charlton Hudson</i> , <i>B.A.</i> , <i>F.R.A.S.</i> , of <i>H.M. Nautical Almanac Office</i> , <i>Admiralty</i> , and <i>Arthur S. Cox</i> , <i>B.Sc.</i> , <i>A.R.C.S.</i>	2	6
Captains' and Officers' Bridge or Poop Companion. Tables for finding the distance of an object at sea by inspection (without the use of pencil or paper), at the same time giving the distance the ship will go wide of the object before getting to it, and the course to steer to obtain a required distance. The above gives, with the aid of a compass only, the distance of a moving ship from any fixed object. By <i>A. Hüttheroth</i>		
Course and Position by Sextant Observations of two known Objects , by <i>Lt.-Col. English</i> , late <i>R.E.</i>	0	6

SHIPPING.

Historical Notes on Shipping , by <i>P. L. Isaac</i> , <i>M.I.N.A.</i> (1879)	1	0
---	---	---

SPEEDS.

Speed and Consumption of Steam-Ships and Stability , with Algebraic Formula for Economical Speed, and Rules for calculating the alterations in Draught and Trim corresponding to Changes in Displacement, and for using the Hydrometer to estimate those due to Differences in the Specific Gravity of the Water; for use in the Royal Navy and Mercantile Marine; to which has been added a Chapter on Stability, with Practical Rules; Second Edition, Revised and Enlarged, by <i>J. F. Ruthven</i> , <i>Master Mariner</i> , late <i>Lieut. R.N.R.</i> , <i>Assoc.Inst.N.A.</i> , <i>Younger Brother of the Trinity House</i> , <i>F.R.G.S.</i>	4	0
Speed Tables , for finding the distance run in a given time at a given speed, between the limits of 10 to 18 knots, by <i>J. D. Macpherson</i> (<i>Pacific Steam Navigation Co.</i>) ...	1	0

STABILITY.

A New Theory of the Stability of Ships , second edition, revised and enlarged (with 28 diagrams), by <i>Alf. J. Cooper</i> (1899)	2	0
<i>See also</i> Speed and Consumption of Steamships.		

STARS.

Steering by the Stars , for Night Flying, Night Marching and Night Boat-Work, between Lat. 40° N. and 60° N., with Sketch Maps and Directions for finding the selected Stars. By <i>James Dundas White</i> , <i>LL.D.</i> , <i>M.P.</i>	1	0
Position-Line Star Tables. A new and simple method of fixing ship's position by observations of stars near Meridian and Prime Vertical without logarithmic calculation, by <i>H. B. Goodwin</i> , <i>R.N.</i> [These Tables have been adopted officially in the United States Navy.]	5	0
The Bearings of the Principal Bright Stars of greater declination than 23° north or 23° south; also those of the Moon and Planets when similarly situated, by <i>A. C. Johnson</i> , <i>R.N.</i> (Published by request)	3	0
Pole-Star Latitude : a Method of Finding the Latitude from an Altitude of the Pole Star, by <i>Darnton Hutton</i> (<i>Master Mariner</i>), <i>B.A.</i> , <i>M.Inst.C.E.</i>	1	0
Tables for Facilitating the Determination of the Latitude and Time at Sea by Observations of the Stars , by <i>Rear-Admiral C. Shadwell</i> , <i>F.R.S.</i> ...	2	6
A Handbook for Star Double Altitudes , by <i>A. C. Johnson</i> , <i>R.N.</i> , with directions for selecting the Stars	2	6
<i>See also</i> Sextants.		

List of Nautical Works published by J. D. POTTER.

SIGNALS.

	s.	d.
Signal Cards—British System, with Plates, containing Instructions for Semaphoreing by Day, and with the Morse Code by Day or Night, together with the principal "Urgent" Light or Sound Signals, in accordance with the New Code. Also, Sheet of New Code Flags (34 Flags, coloured). Compiled by J. Whittly Dixon (Retired Captain, Royal Navy). (Size, $2\frac{1}{2} \times 19\frac{1}{2}$)	1	6
Ditto ditto mounted on thick card	2	0

SURVEYING.

Practical Nautical Surveying and the Handicraft of Navigation, by Com. T. A. Hull, R.N.	3	0
Practical Observations on Surveying (on determining the Position of a Vessel when Sounding), by Commander P. F. Shortland, R.N.	1	0

TIDES.

"How far is that Light?" Tables to allow for current in finding the distance by doubling the angle on the bow, by Fredk. Ball, M.A.	1	0
Capt. D. Fulton's Tidal Diagram, an easy and ready method of computing the correction to be applied to the soundings, mounted on stiff cardboard with Rule and Case complete	4	0
Moxly's Theory of the Tides, with numerous diagrams, Second Edition, Revised and Enlarged, by Capt. J. F. Ruthven, F.R.G.S.	5	0
Tide Charts of the English and Bristol Channels and entrance of the Thames, compiled from the Admiralty Tide Tables, by Algernon Heber Percy, late Lieut. Royal Navy	5	0
The Direction and Rate of the Tidal Streams at every Hour, for 48 Localities between the Nore and Scilly Isles, compiled from Admiralty Sources only, by F. Howard Collins	2	0
The General Direction of the Tidal Streams in the North Sea for every Hour "before" and "after," and at High Water, Dover, compiled by Com. G. K. Gandy, R.N.R., from Official Publications (on one sheet, size 23 by 17 inches)	1	0
The Universal Tidal Ready Reckoner, calculated by Capt. W. E. Hutchinson.	1	6
The North Sea. Its Physical Characteristics, Tides, Currents and Fisheries, by W. H. Wheeler, M.Inst.C.E.	2	6

TIME.

How to Find the Time at Sea in less than a Minute, being a New and Accurate Method, with specially adapted Tables, by A. C. Johnson, R.N.	3	0
Time, Tide, and Distances. A handy book of reference for the Shipowner, Underwriter, or Traveller. Contains the World's Time compared with Greenwich; the Tides round the British Coasts and those from Bergen via the Eastern Route to Japan with that at London Bridge; approximate Distances from Home Ports to Home and Foreign Ports (over 13,000 references); and a Speed and Distance Table for Rates of Speed from 8 to 21 knots for distances up to 14,000 nautical miles, by J. McKirdy, R.N.R.	15	0
Time-Altitudes for Expediting the Calculation of Apparent-Time, &c., by A. C. Johnson, R.N.	4	0
The Blue Coat Boys' Clock. A dial showing the simultaneous time of day at all parts of the earth's surface, size 20×17 inches	5	0

List of Nautical Works published by J. D. POTTER.

WINDS.

	s.	d.
The True Direction and Velocity of Wind , observed from Ships while Sailing, by <i>James N. Miller</i> (Member of the Liverpool Polytechnic Society), with Table for Indicating the True Direction of the Winds at Sea (1870)	0	6
The Wind in its Circuits : with the explanation of the Origin and Cause of Circular Storms and Equinoctial Gales; illustrated with numerous Diagrams and a Chart of the Prevailing Winds of the World for Spring and Summer, by <i>Lieut. R. H. Armit, R.N.</i> (1870)	7	6

USEFUL PUBLICATIONS FOR YACHTSMEN.

Amateur Sailing. Reminiscences by <i>C. F. Abdy Williams</i>	4	0
Navigation Simplified , by a System of Teaching based on First Principles, for Officers (from 2nd Mate to Extra Master) in the Mercantile Marine and Yachtsmen. Illustrated by numerous diagrams, by <i>Captain P. Thompson, F.R.A.S.</i>	12	0
Practical Coastal Navigation , with charts and diagrams by <i>Count de Miremont</i>	4	0
Concise Navigating Directions for the River Thames , including all the Pools, Reaches, and Channels, from London Bridge to the South Foreland and Orfordness, and for the English Channel to Beachy Head; also for the Port of Dunkerque, and the approaches to the Scheldt, by <i>Stephen Penny, Trinity Pilot, Gravesend</i> (illustrated by nineteen charts)	7	6
East Coast Rivers. Charts and Sailing Directions for the Rivers Roach, Crouch, Blackwater, Colne, Stour, Orwell, Deben, Ore and Alde; together with General Charts from the Thames to Southwold, by <i>Lieut. S. V. S. C. Messum, R.N.</i>	5	0
The Pilot's Guide for the English Channel (with which is now incorporated "The Pilot's Handbook for the English Channel"), comprising the South Coast of England and general direction for the Navigation of the Channel; with numerous Charts and Plans of Harbours, edited by <i>H. D. Jenkins, F.R.G.S.</i>	10	0
A Chart of the Dutch Waterways , by <i>J. & A. B. Powell</i>	4	0
Correct Magnetic Courses and Distances, from and to Various Ports round the British Isles , by <i>Arthur Underhill, LL.D., Commodore of the Royal Cruising Club</i> , assisted by several Members of the Club. 2nd edition	2	0
3 H (How's Her Head) Indicator and Rule of the Road at Sea , by <i>George Spillane</i>	1	6
The Roxburgh Compass Error Card. For quickly and accurately correcting True and Compass Courses and Bearings by a New Method; extremely simple and easy to work. Size 10×11 inches; varnished. By <i>C. R. Wylie</i>	3	0

ADMIRALTY CHARTS.

Official Catalogue of Admiralty Charts, Plans, and Sailing Directions. A Vol. of 330 pages and 24 Index Charts	No charge.
On the Correction and Use of Charts, Light Lists, and Sailing Directions. 40 pp., bound red cloth	No charge.

British Admiralty Charts

PUBLISHED BY THE HYDROGRAPHIC DEPARTMENT.

Comparative Statement, giving the number of New British Admiralty Charts published, Corrections made to the Chart Plates, and Number of Charts printed, for various years from 1879 to 1913, shewing the large increase of work in the Department during that period.

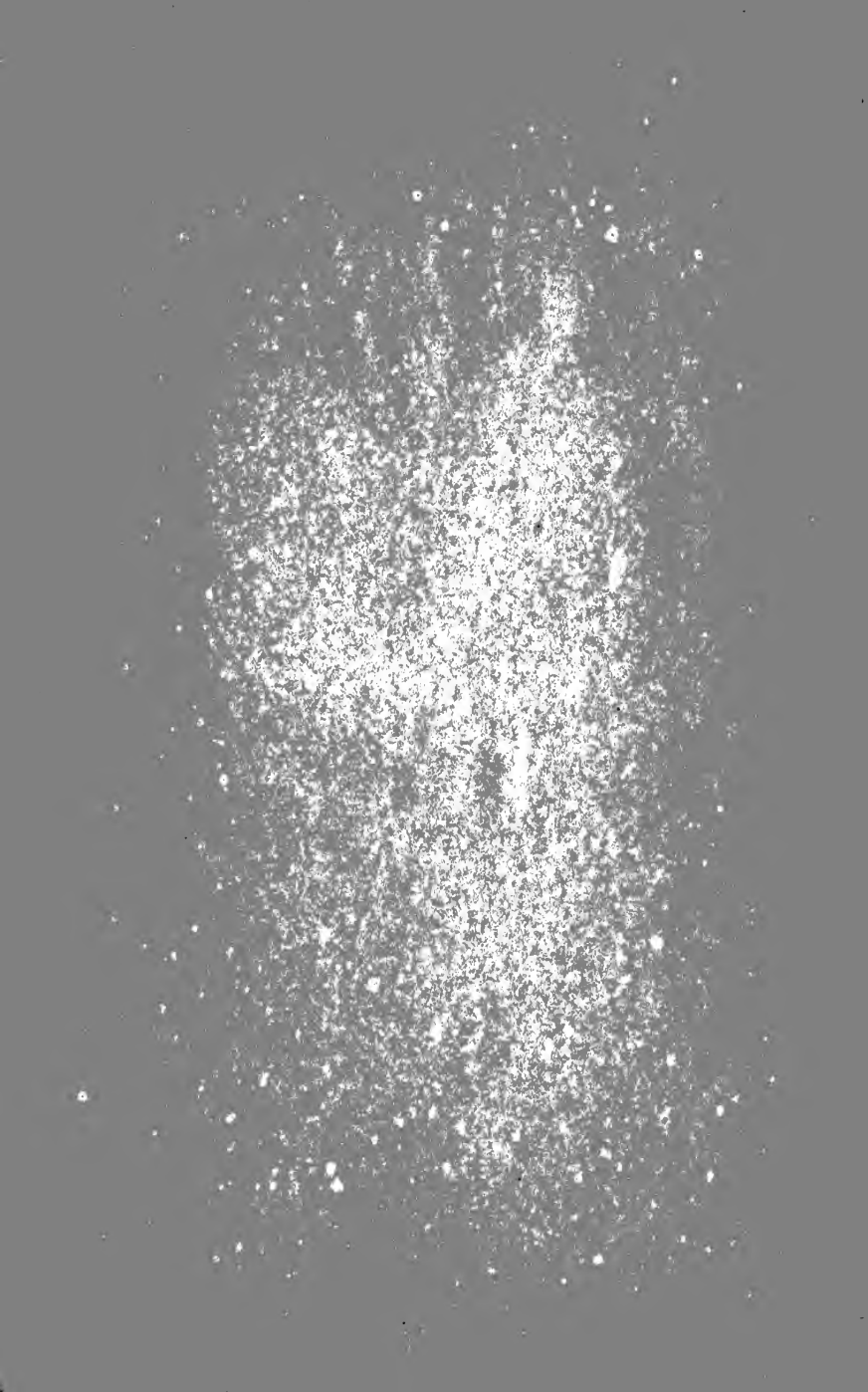
Years.	New Chart Plates Engraved and Published.	Chart Plates Improved by Additional Plans.	Chart Plates Improved by Large Corrections and Additions.	Minor Corrections Made to the Chart Plates.	Minor Corrections at the hands of the Draughtsmen.	Notices to Mariners issued.	Number of Charts Printed for the Royal Navy, Government Departments, and the General Public.
1879	62	20	140	1,880	21,550	205	192,060
1890	76	10	136	4,750	37,270	723	297,120
1900	102	30	224	4,520	35,500	874	580,207
1905	110	36	196	5,320	60,499	1,392	689,930
1913	50	45	1,196	9,309	169,064	2,030*	889,336

(The figures for years 1914/15 not yet available.)

* Of each of these Notices about 10,000 copies are printed off weekly and distributed gratis to the British and Foreign Mercantile Marine Services, Yachting centres, and the general Shipping public, as well as to H.M. Fleet.

BOOKS OF SAILING DIRECTIONS HAVE BEEN PUBLISHED FOR EVERY SEA.

CATALOGUES (GRATIS) FROM
J. D. POTTER, 145, MINORIES, LONDON, E. 1.



**UNIVERSITY OF CALIFORNIA LIBRARY
BERKELEY**

Return to desk from which borrowed.

This book is DUE on the last date stamped below.

ASTRONOMY LIBRARY

~~OCT 16 1964~~

~~OCT 11 1967~~

~~DEC 1 1967~~

VH 56

385614

56
1918

Johnson

1918

UNIVERSITY OF CALIFORNIA LIBRARY

